

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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The vehicle pictured in this owner's manual may not match your actual vehicle.

Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:

- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.
- The following codes in this manual indicate each country.
- The illustrations here in are based on the CBR1000RA ED type.

Country Codes

Code	Country
CBR1000RR	
F, II F, III F	France, Belgium
ED, II ED, IV ED	European direct sales
U, III U	Australia, New Zealand
KO, III KO	Korea
CBR1000RA	
F, II F, III F	France, Belgium
ED, II ED, IV ED	European direct sales
U, III U	Australia, New Zealand
CBR1000S	
F	France, Belgium
ED	European direct sales
U	Australia, New Zealand
CBR1000SA	
F	France, Belgium
ED	European direct sales

*The specifications may vary with each locale.

A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- Safety labels on the motorcycle
 - Safety Messages preceded by a safety alert symbol and one of three signal words: DANGER, WARNING, or CAUTION.
- These signal words mean:

DANGER

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

WARNING

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

CAUTION

You **CAN** be **HURT** if you don't follow instructions.

Other important information is provided under the following titles:

NOTICE Information to help you avoid damage to your motorcycle, other property, or the environment.

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Troubleshooting	P. 109
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Motorcycle Safety

This section contains important information for safe riding of your motorcycle.
Please read this section carefully.

Safety Guidelines	P. 3
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Accessories & Modifications	P. 21
Loading	P. 22

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➤ P. 14

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs.

CBR1000RR/RA

Check that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the seat strap or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

CBR1000S/SA

Check that you are wearing an approved motorcycle helmet and protective apparel.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Safety Guidelines

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

Never Carry a Passenger

CBR1000S/SA only

There are no handholds, seat, or footrest to carry a passenger.

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgement and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one alcoholic drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. Don't drink and ride, and don't let your friends drink and ride either.

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➡ P. 22), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➡ P. 21).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your motorcycle. If the engine is still running, turn it off. Inspect for fluid leaks,

check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously. Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colourless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

WARNING

Carbon monoxide gas is toxic.
Breathing it can cause
unconsciousness and even kill you.

Avoid any areas or activities that
expose you to carbon monoxide.

Image Labels

Except KO, III KO type

The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

If a label comes off or becomes hard to read, contact your dealer for a replacement.

There is a specific symbol on each label. The meanings of each symbol and label are as follows.



Read instructions contained in Owner's Manual carefully.



Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.



DANGER (with RED background)

You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

WARNING (with ORANGE background)

You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

CAUTION (with YELLOW background)

You CAN be HURT if you don't follow instructions.

**BATTERY LABEL****DANGER**

- Keep flame and spark away from the battery. Battery produce explosive gas that can cause explosion.
- Wear the eye protection and rubber gloves when handling the battery, or you can get burned or lose your eyesight by the battery electrolyte.
- Do not allow children and other people to touch a battery unless they understand proper handling and hazards of the battery very well.
- Handle the battery electrolyte with extreme care as it contains dilute sulfuric acid. Contact with your skin or eyes can burn you or cause loss of your eyesight.
- Read this manual carefully and understand it before handling the battery. Neglect of the instructions can cause personal injury and damage to the motorcycle.
- Do not use a battery with the electrolyte at or below the lower level mark. It can explode causing serious injury.

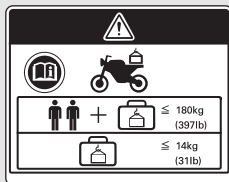
**RADIATOR CAP LABEL****DANGER**

NEVER OPEN WHEN HOT.

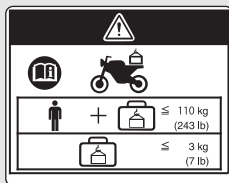
Hot coolant will scald you.

Relief pressure valve begins to open at **1.1 kgf/cm²**.

CBR1000RR/RA



CBR1000S/SA



ACCESSORIES AND LOADING WARNING LABEL

ACCESSORIES AND LOADING

- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.

CBR1000RR/RA

The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **180 kg (397 lb)**, which is the maximum weight capacity.

CBR1000S/SA

The total weight of accessories and luggage added to rider's weight should not exceed **110 kg (243 lb)**, which is the maximum weight capacity.

CBR1000RR/RA

The luggage weight must not exceed **14 kg (31 lb)** under any circumstances.

CBR1000S/SA

The luggage weight must not exceed **3 kg (7 lb)** under any circumstances.

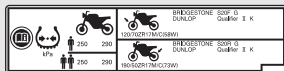
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

**REAR CUSHION LABEL****CBR1000RR/RA only**

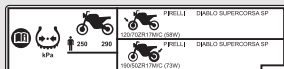
GAS FILLED

Do not open. Do not heat.

CBR1000RR/RA



CBR1000S/SA



TYRE INFORMATION LABEL

Cold tyre pressure:

[Driver only]

Front **250 kPa (2.50 kgf/cm², 36 psi)**Rear **290 kPa (2.90 kgf/cm², 42 psi)**

CBR1000RR/RA only

[Driver and passenger]

Front **250 kPa (2.50 kgf/cm², 36 psi)**Rear **290 kPa (2.90 kgf/cm², 42 psi)**

Tyre size:

Front **120/70ZR17M/C (58W)**Rear **190/50ZR17M/C (73W)**

Tyre brand:

CBR1000RR/RA

BRIDGESTONE

Front **S20F G**Rear **S20R G**

DUNLOP

Qualifier II K**Qualifier II K**

CBR1000S/SA

PIRELLI

Front **DIABLO SUPERCORSA SP**Rear **DIABLO SUPERCORSA SP**

CBR1000RR/RA**CBR1000S/SA****SAFETY REMINDER LABEL****CBR1000RR/RA**

For your protection, always wear helmet, protective apparel.

CBR1000S/SA

Operator only. No passenger. For your protection, always wear helmet, protective apparel.

FUEL LABEL

Unleaded petrol only
Premium Recommended

DRIVE CHAIN LABEL

Keep chain adjusted and lubricated.
25 to 35 mm (1.0 to 1.4 in) Freeplay

Safety Precautions

- Ride cautiously and keep your hands on the handlebars and feet on the footpegs.
- **CBR1000RR/RA only**
Keep passenger's hands onto the seat strap or your waist, passenger's feet on the footpegs while riding.
- **CBR1000RR/RA**
Always consider the safety of your passenger, as well as other drivers and riders.
- **CBR1000S/SA**
Always consider the safety of other drivers and riders.

Protective Apparel

CBR1000RR/RA

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

CBR1000S/SA

Make sure that you are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

Helmet

Safety-standard certified, high-visibility, correct size for your head

- Must fit comfortably but securely, with the chin strap fastened
- Face shield with unobstructed field of vision or other approved eye protection

CBR1000RR/RA

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you and any passenger always wear an approved helmet and protective apparel.

CBR1000S/SA

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you always wear an approved helmet and protective apparel.

Gloves

Full-finger leather gloves with high abrasion resistance

Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

Jacket and Trousers

Protective, highly visible, long-sleeved jacket and durable trousers for riding (or a protective suit).

Riding Precautions

Running-in Period

During the first 500 km (300 miles) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle starts and rapid acceleration.
- Avoid hard braking and rapid down-shifts.
- Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and down-shifts.
 - ▶ Sudden braking can reduce the motorcycle's stability.
 - ▶ Where possible, reduce speed before turning; otherwise you risk sliding out.
- Exercise caution on low traction surfaces.

- ▶ The tyres slip more easily on such surfaces and braking distances are longer.
- Avoid repeated braking.
 - ▶ Repeated braking, such as when descending long, steep slopes can seriously overheat the brakes, reducing their effectiveness. Use engine braking with intermittent use of the brakes to reduce speed.
- For full braking effectiveness, operate both the front and rear brakes together.

I Combined ABS

CBR1000RA/SA only

Even when the brake lever and brake pedal are applied separately, the combined ABS distributes braking pressure between the front and rear wheels according to braking force and wheel speed to enhance your stopping power and stability. The system also controls braking pressure to prevent wheel lockup. To get the best results, operate the lever and pedal together and perform most of your braking in a straight line to avoid sliding out in a turn.

- Combined ABS cannot make up for road conditions, bad judgement, or improper operation of the brakes, and cannot stop rear wheel lift completely.
 - ▶ Never ride faster than conditions permit and always leave enough space to safely brake to a stop.

- When Combined ABS does not function, the brakes work like a conventional braking system. On conventional braking systems, operating the front brake lever applies the front brake and operating the rear brake pedal applies the rear brake.
 - ▶ The system is always turned off at speeds less than 6 km/h (4 mph).
- It is important to follow the tyre recommendations (▶ P. 147), because the Combined ABS computer works by comparing wheel speed. Incorrect tyres can affect wheel speed and confuse the system.
- Combined ABS may not always reduce stopping distance over a motorcycle equipped with conventional brakes.
- Combined ABS does not operate when the battery level is discharged.
- Combined ABS does not operate when the ABS main or ABS motor fuses are burned out.

Riding Precautions

You may feel a change in the way the brake lever/pedal reacts when it is operated under the following conditions:

- Immediately after turning the ignition switch to ON.
- After braking to a stop and applying the brakes again.

■ Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

■ Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.

If the brakes get wet, apply the brakes while riding at low speed to help them dry.

Parking

- Park on a firm, level surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebars and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

Parking with the Side Stand

1. Stop the engine.
2. Push the side stand down.

3. Slowly lean the motorcycle to the left until its weight rests on the side stand.
4. Turn the handlebars fully to the left.
 - ▶ Turning the handlebars to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the LOCK position and remove the key. ➤ P. 51

Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine and catalytic converter:

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. 📄 P. 136
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

CBR1000S/SA only

Do not attempt modify the motorcycle to carry a passenger. The sub-frame was not designed to carry the additional weight of a passenger.

Loading

● CBR1000S/SA only

- Never carry a passenger. Your motorcycle was not designed to carry a passenger.
- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
➤ Maximum weight capacity / Maximum luggage weight P. 146
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

CBR1000RR/RA

WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

CBR1000S/SA

WARNING

Overloading or carrying a passenger loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Suspension Settings for Race Track (experienced riders only)

CBR1000S/SA only

The suspension settings for race tracks were developed as a baseline setting for experienced riders weighing approximately 75 kg (165 lb). Depending on your skill level and weight, you may find that slightly softer or stiffer suspension settings provide better performance. Track surface conditions and course layout can also have a large influence on a particular setting or combination of settings.

Always be sure to return the settings to their original specifications before resuming street riding.

✦ **Adjusting the Front Suspension** P. 101

✦ **Adjusting the Rear Suspension** P. 106

Parts Location

CBR1000RR/RA

Rear brake fluid reservoir ➞ P. 86

Fuse box ➞ P. 128

Battery ➞ P. 78

Main fuse ➞ P. 129

Front brake fluid reservoir
➞ P. 86

Front brake lever ➞ P. 98

Throttle grip ➞ P. 97

Engine oil fill cap ➞ P. 80

Engine oil dipstick ➞ P. 80

Front suspension spring
preload adjuster ➞ P. 99

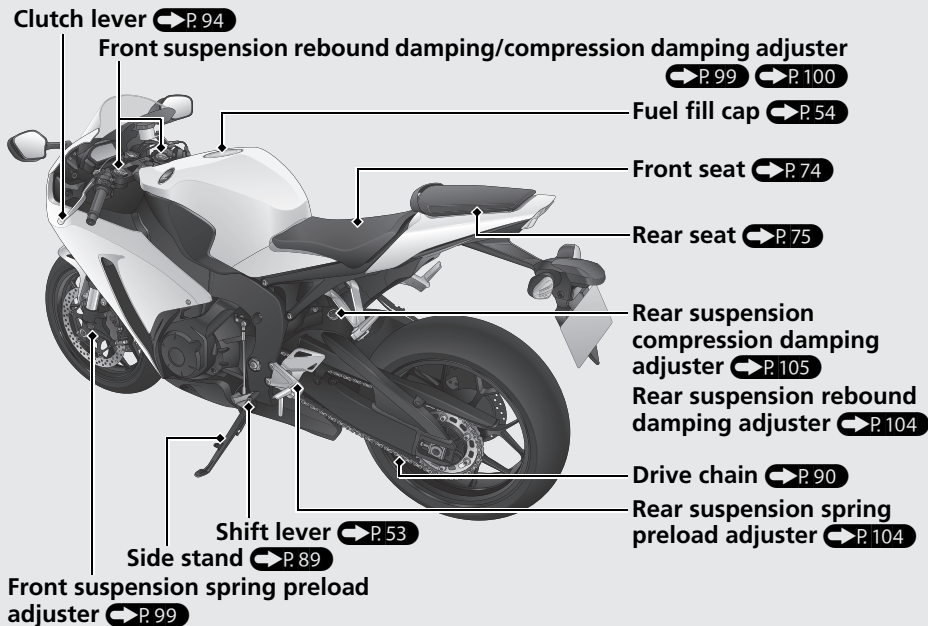
Engine oil filter ➞ P. 82

Engine oil drain bolt ➞ P. 82

Brakelight switch
➞ P. 88

Coolant reserve
tank ➞ P. 84

Lower cowl ➞ P. 77



Parts Location *(Continued)*

CBR1000S/SA

Rear brake fluid reservoir ➡ P. 86

Fuse box ➡ P. 128

Battery ➡ P. 78

Main fuse ➡ P. 129

Front brake fluid reservoir
➡ P. 86

Front brake lever ➡ P. 98

Throttle grip ➡ P. 97

Engine oil fill cap ➡ P. 80

Engine oil dipstick ➡ P. 80

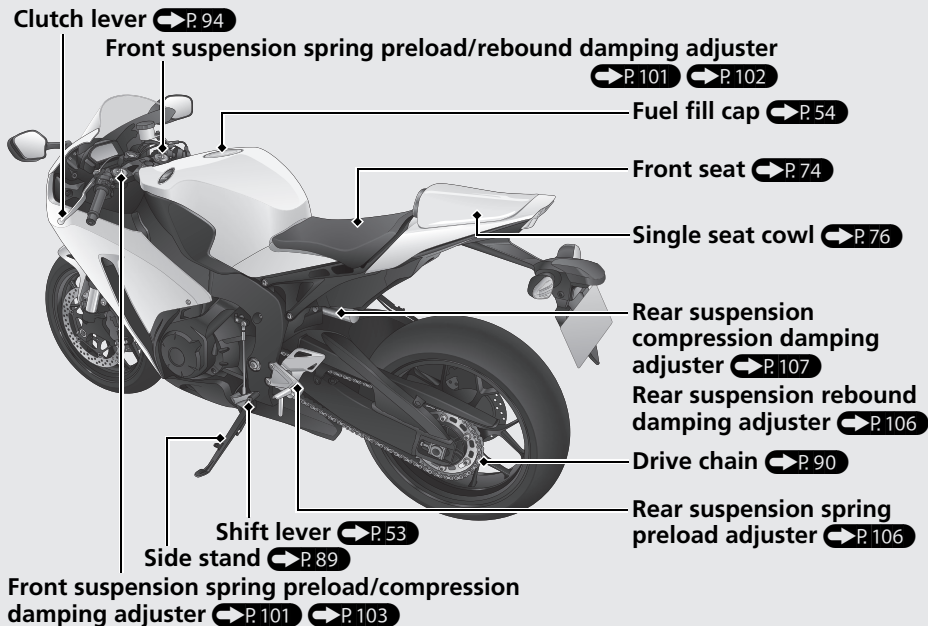
Brakelight switch
➡ P. 88

Coolant reserve
tank ➡ P. 84

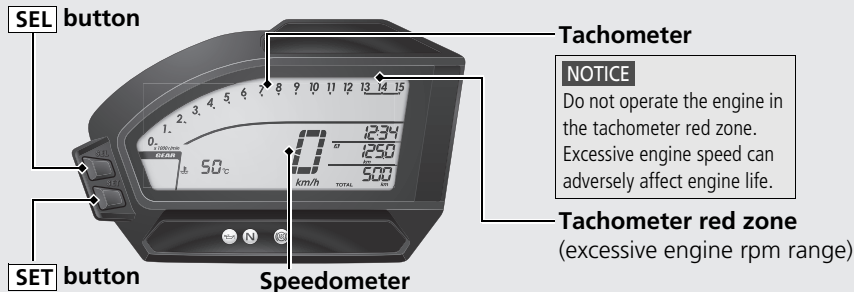
Lower cowl ➡ P. 77

Engine oil filter ➡ P. 82

Engine oil drain bolt ➡ P. 82



Instruments



Display Check

Alternately displays the contents of two pattern.

Pattern 1

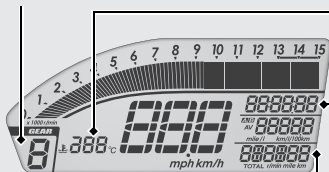
When the ignition switch is turned on, tachometer segment progress to maximum scale and then disappear.

Pattern 2

When the ignition switch is turned on, all the mode and digital segments will show. If any part of these displays does not come on when it should, have your dealer check for problems.

Gear position indicator

Shows 1st to 6th gear position.

**Odometer [TOTAL]/
Numerical tachometer display**

SET button switches between
odometer & numerical tachometer
display.

- Odometer: Total distance ridden.
- Numerical tachometer display:
Shows engine revolutions per
minutes digit.

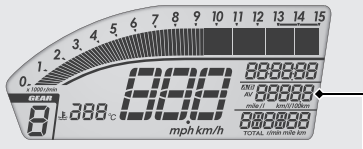
Coolant temperature gauge ()

Display range: 35 °C to 132 °C

- Below 34 °C: "—" lights
 - Between 122 °C and 131 °C:
 - High coolant temperature indicator lights
 - Coolant temperature digit flash
 - Above 132 °C:
 - High coolant temperature indicator lights
 - "132" flashes
- Even if the engine coolant temperature is low, the cooling fan may start running when you rev up the engine. This is normal.

Clock (12-hour display)/Lap timer**To set the clock:** ➡ **P.33****Lap timer** ➡ **P.42**

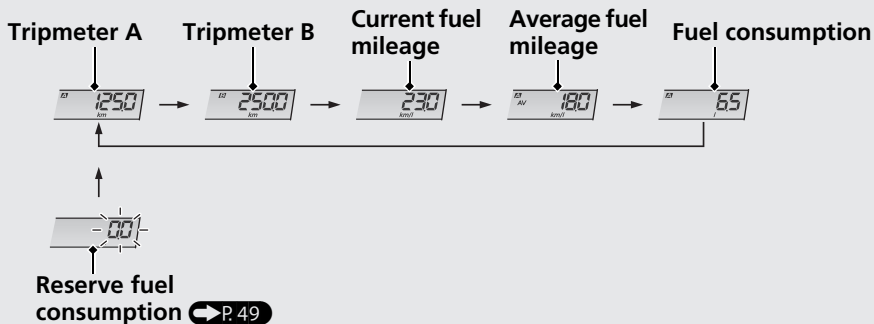
Instruments (Continued)



Tripmeter [A/B] & Fuel mileage meter & Fuel consumption meter

[SEL] button selects the tripmeter A, tripmeter B, current fuel mileage, average fuel mileage and fuel consumption.

► To reset the tripmeter: ➡ P.32



The average fuel mileage and fuel consumption will be based on tripmeter A.

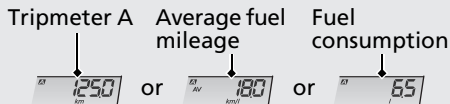
- Current fuel mileage:
Current instant fuel mileage. If your speed is 1 km/h (0.6 mph) or less, "— —. —" is displayed.
- Average fuel mileage:
Average fuel mileage since tripmeter A was reset. When "— —. —" is displayed, go to your dealer for service.
- Fuel consumption:
Total fuel consumption since tripmeter A was reset. When "— — —. —" is displayed, go to your dealer for service.

► **To reset the average fuel mileage and fuel consumption:** ➡ P.32

Instruments *(Continued)*

To reset the tripmeter, average fuel mileage and fuel consumption

- 1 To reset tripmeter A, average fuel mileage, and fuel consumption together, press and hold **SEL** button.



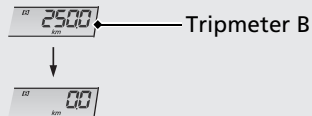
- 2 When they are reset, "0.0" is displayed at each indication.



- 3 Then, the display returns to the last selected indication.



- 4 To reset tripmeter B, press and hold **SEL** button with tripmeter B displayed.



Also, after refuelling more than the reserve amount, the tripmeter A, average fuel mileage, and fuel consumption can be automatically reset.

You can activate or deactivate the automatic reset mode by refuelling. ➡ P. 33

Display Setting

Setting Mode A

Following items to change sequentially ➡ P. 34

- Clock setting
- Backlight brightness adjustment
- Activating/deactivating of tripmeter A, average fuel mileage and fuel consumption automatic reset mode
- Setting of HISS Indicator
- ED, II ED, IV ED and U, III U types only
Changing of speed and mileage unit
- Changing of fuel mileage meter unit

Setting Mode B

Following items to change sequentially ➡ P. 38

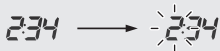
- Setting of REV indicators
(blinking RPM setting, interval RPM setting and REV indicators brightness adjustment)
- Setting display mode of tachometer

Instruments *(Continued)*

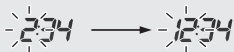
Setting Mode A

1 To set the clock:

- ① Turn the ignition switch to ON.
- ② Press and hold **[SEL]** button and **[SET]** button until the hour digits start flashing.



- ③ Press **[SEL]** button until the desired hour is displayed.
▶ Press and hold to advance the hour fast.



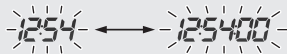
- ④ Press **[SET]** button. The minute digits start flashing.



- ⑤ Press **[SEL]** button until the desired minute is displayed.
▶ Press and hold to advance the minute fast.



- ⑥ Press **[SET]** button. The hour and minute digits start flashing.
- ⑦ If necessary, press **[SEL]** button to select the second display.



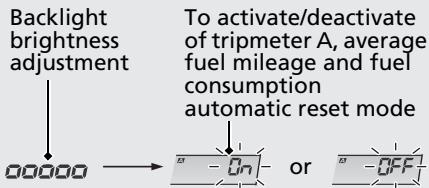
- ⑧ Press **[SET]** button. The clock is set, and then the display moves to the backlight brightness adjustment.



2 Backlight brightness adjustment:

You can adjust the brightness five levels.

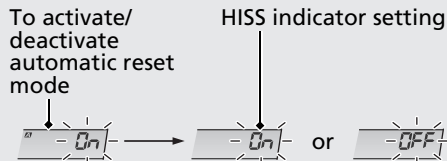
- 1 Press **[SEL]** button. The brightness is switched.
- 2 Press **[SET]** button. The backlight is set, and then the display moves to the activating/deactivating of tripmeter A, average fuel mileage and fuel consumption automatic reset mode.



3 To activate/deactivate of tripmeter A, average fuel mileage and fuel consumption automatic reset mode:

You can also activate or deactivate the automatic reset mode by refuelling after low fuel indicator lights. Deactivation is initially set.

- 1 Press **[SEL]** button to select "On" (activate) or "OFF" (deactivate) in the automatic reset mode.
- 2 To end the selection, press **[SET]** button. The activation/deactivation of automatic reset mode is set, and then the display moves to the on/off of blinks of HISS indicator (HISS indicator comes on).



Instruments (Continued)

4 HISS indicator setting:

You can select the blink or off the HISS indicator.

- 1 Press **SEL** button to select "On" (blinks) or "OFF" (off).
- 2 Except ED, II ED, IV ED and U, III U types
Press **SET** button. The HISS indicator setting is set, and then the display moves to the changing of the fuel mileage meter unit.

HISS indicator setting



Changing the fuel mileage meter unit



or



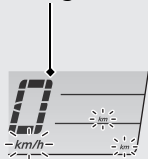
ED, II ED, IV ED and U, III U types only

Press **SET** button. The HISS indicator is set, and then the display moves to the changing of the speed and mileage unit.

HISS indicator setting



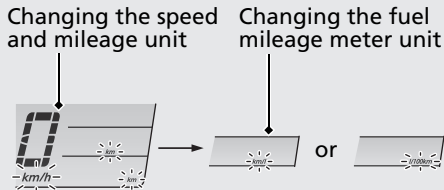
Changing the speed and mileage unit



5 Changing the speed and mileage unit:

ED, II ED, IV ED and U, III U types only

- 1 Press **SEL** button to select either "km/h" and "km" or "mph" and "mile".
- 2 Press **SET** button. The speed and mileage unit is set, and then the display moves to the changing of the fuel mileage meter unit.



6 Changing the fuel mileage meter unit:

- 1 Press **SEL** button to select "km/l" or "l/100km".

ED, II ED, IV ED and U, III U types only

If the "mph" for speed and "mile" for mileage are selected, the fuel mileage shown by "mile/l".

- 2 To end the selection, press **SET** button.

The established setting can also be set by turning the ignition switch to OFF.

The control is automatically switched from the setting mode A to the ordinary display if the button is not pressed for about 30 seconds. Even in this case, established setting is maintained.

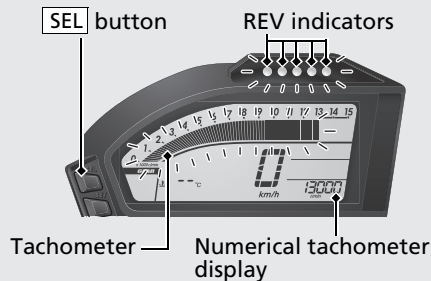
Instruments (Continued)

Setting Mode B

1 Setting of REV indicators:

You can change the setting of the REV indicators.

- 1 To change the setting mode B, turn the ignition switch to ON while pressing **SEL** button until the display check is finished. The blinking of bar segment in the tachometer shows the currently applied blinking RPM, and the numerical tachometer display shows it. At the same time, all of the REV indicators blink.



- 2 Each time **SEL** button is pressed, the blinking RPM set value increase by 200 r/min (rpm) (one segment). When the set value exceeds the allowable range, the RPM set value automatically returns to 4,000 r/min (rpm).

► Press and hold to advance the blinking RPM setting value fast.

Available Setting Range

Except F, II F, III F and KO, III KO types

4,000 -to- 13,000 r/min (rpm)

F, II F, III F type only

4,000 -to- 12,000 r/min (rpm)

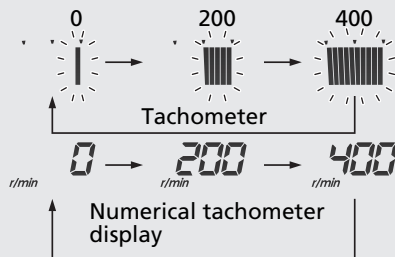
KO, III KO type only

4,000 -to- 12,600 r/min (rpm)

- 3 Press **SET** button. The blinking RPM is set, and then the display moves to the setting of lighting interval RPM.

At the same time, the blinking bar segment shows the currently applied setting originated from the blinking RPM and the numerical tachometer display shows the interval RPM.

- 4 Each time **SEL** button is pressed, the number of lighting interval RPM is switched among 0 r/min (rpm), 200 r/min (rpm) and 400 r/min (rpm) in this order. During this setting, the REV indicators light one by one from left and when all indicators light, they go out, and then they start to light from left again.



Instruments *(Continued)*

Ex When blinking RPM is setting 13,000 r/min (rpm) and lighting interval RPM is 200 r/min (rpm).

REV indicators	r/min (rpm)
	12,000 r/min (rpm)
	12,200 r/min (rpm)
	12,400 r/min (rpm)
	12,600 r/min (rpm)
	12,800 r/min (rpm)
	13,000 r/min (rpm)

If the lighting interval RPM is 0, the REV indicator starts to blink when reaching to the blinking RPM.

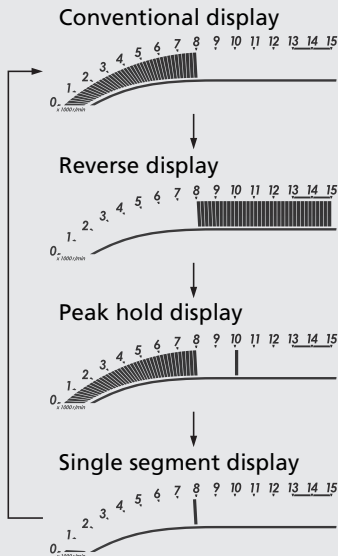
- 5 Press **SET** button. The interval RPM is set, and then the display moves to the brightness adjustment of the REV indicators. At the same time, the currently applied brightness level is displayed in the numerical tachometer display "00000". The brightness can be adjusted to five levels by pressing **SEL** button.
- 6 Press **SET** button. The brightness of the REV indicators are set, and then the display moves to the displaying setting of the tachometer. At the same time, the tachometer sweeps from 1,200 r/min (rpm) to the initial blinking RPM.

2 Changing of tachometer display mode:

You can change the display mode of the tachometer.

- 1 Press **SEL** button to switch the displaying mode of tachometer.

Ex Engine revolutions per minutes
8,000 r/min (rpm)



- 2 Press **SET** button. The currently selected displaying mode is set, and the control returns to the ordinary display.

In setting mode B, this setting is maintained when the ignition switch is turned off.

If the button is not pressed for about 30 seconds in this mode, the control returns to the ordinary display and the established setting is maintained.

Instruments *(Continued)*

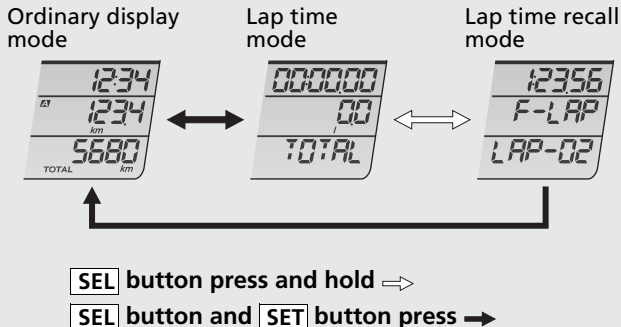
Lap Timer

You can display and record lap time, fuel consumption, travel distance, driving time, and average fuel mileage.

Press **[SEL]** button and **[SET]** button at the same time when the motorcycle is stopped. The ordinary display switches to the lap time mode. ➡ P. 43

Press and hold **[SEL]** button when the motorcycle is stopped. The display switches between the lap time mode and lap time recall mode. ➡ P. 45

To return to the ordinary display, press **[SEL]** button and **[SET]** button at the same time when the motorcycle is stopped.



Lap time mode

You can display the most recent lap time, fuel consumption, travel distance, driving time, and average fuel mileage.

Recordable data

LAP number until 99

LAP time until 59:59.99

Fuel consumption until 99.9

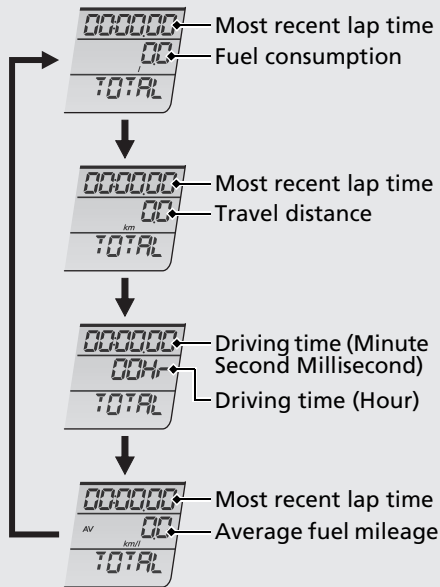
Travel distance until 999.9

Driving time 99 Hr 59:59.99

Switching of displays in lap time mode

Press **[SEL]** button to switch each mode.

Press and hold **[SET]** button to reset the current displaying items.

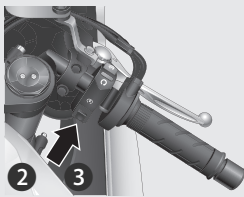


Instruments (Continued)

Measurement of lap time



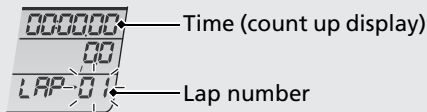
SET button



Start/lap button

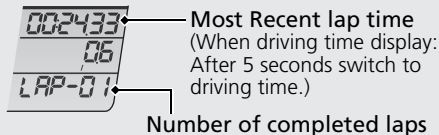
- 1 Switch the display to the lap time mode.
➡ P. 42
- 2 Press **SET** button or start/lap button then start measuring.

While measuring 1 lap



- 3 Press start/lap button at each lap.

In completion of 1 lap



In completion of 21 laps



- 4 Press **SET** button to end the measurement.
▶ During the measurement, switching to other modes is not available.

Lap time recall mode

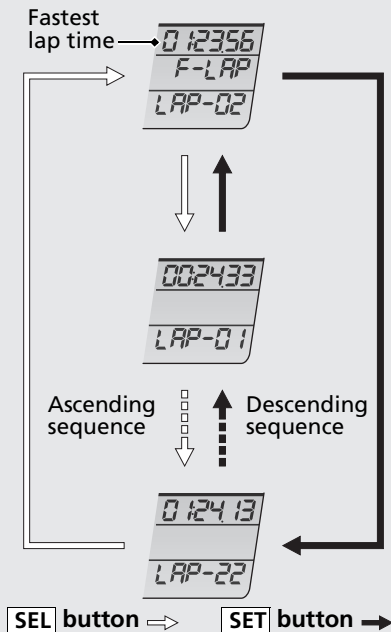
- The history of recorded lap time and the fastest lap time is displayed.
 - The lap time is reset.
- Fastest lap time (F-LAP) is minimum lap time.
Fastest lap time (F-LAP) excludes start and last lap time.

Each time **[SEL]** button is pressed, the display is switched F-LAP, LAP-01, LAP-02 ~ (ascending sequence).

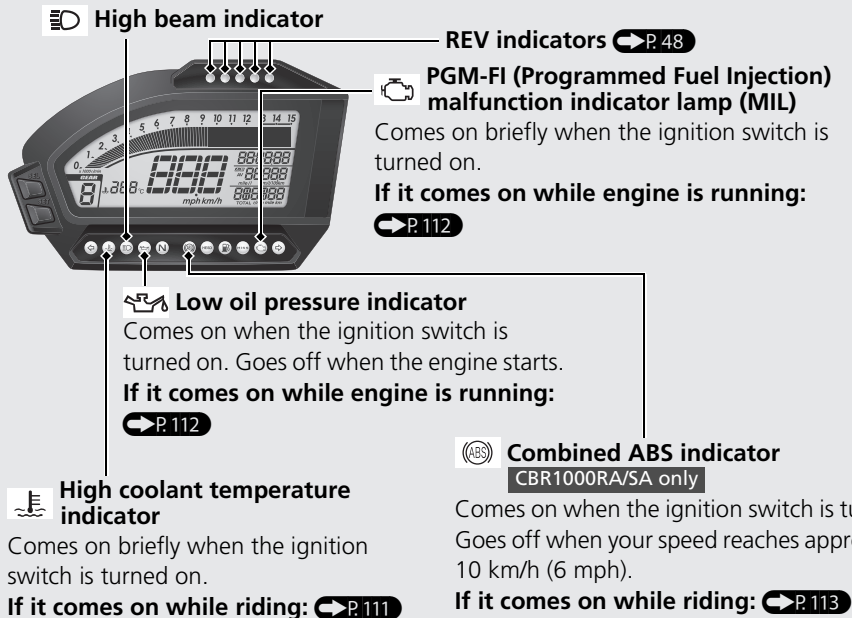
Each time **[SET]** button is pressed, the display is switched, F-LAP, ~ LAP-02, LAP-01 (descending sequence).

Lap time reset

Press and hold **[SET]** button to display the "CLEAR-" and then press **[SET]** button, measured lap time is all reset.



Indicators



Indicators *(Continued)*

REV Indicators

- Comes on briefly when the ignition switch is turned on.







Initial setting

blinking RPM: **Except F, II F, III F and KO, III KO types** 13,000 r/min (rpm)

F, II F, III F type 12,000 r/min (rpm)

KO, III KO type 12,600 r/min (rpm)

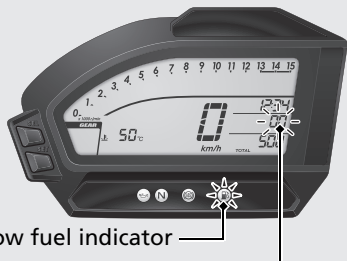
interval RPM: 200 r/min (rpm)

REV indicators	Except F, II F, III F and KO, III KO types	F, II F, III F type	KO, III KO type
	12,000 r/min (rpm)	11,000 r/min (rpm)	11,600 r/min (rpm)
	12,200 r/min (rpm)	11,200 r/min (rpm)	11,800 r/min (rpm)
	12,400 r/min (rpm)	11,400 r/min (rpm)	12,000 r/min (rpm)
	12,600 r/min (rpm)	11,600 r/min (rpm)	12,200 r/min (rpm)
	12,800 r/min (rpm)	11,800 r/min (rpm)	12,400 r/min (rpm)
	13,000 r/min (rpm) (red zone)	12,000 r/min (rpm) (red zone)	12,600 r/min (rpm) (red zone)

► Setting of REV indicators: ➡ **P. 33**

Low fuel indicator and reserve fuel consumption display

When the low fuel indicator comes on, the tripmeter & fuel mileage meter & fuel consumption meter switches to the reserve fuel consumption. You should refill the tank as soon as possible.



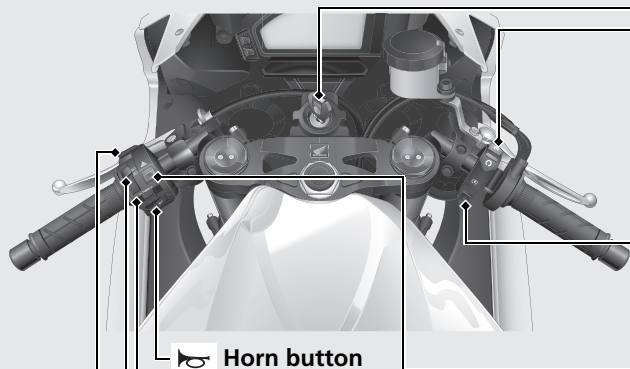
Low fuel indicator

Reserve fuel consumption display


- Flashes from “0.0” l (litre).
 - ▶ When the amount of consumed fuel is more than 1.0 litre (0.26 US gal, 0.22 Imp gal) the display blinks faster.
 - ▶ If you change the display to tripmeter, fuel mileage meter and fuel consumption meter and so on **➡ P.30**, it will automatically return to the reserve fuel consumption display if the buttons are not pressed after for about 10 seconds.


After refuelling more than the reserve amount, the display returns to normal when the ignition switch has been on for about a minute.

Switches




Engine stop switch

Should normally remain in the RUN  position.

► In an emergency, switch to the OFF  position to stop the engine.

Start/Lap button

Headlight turns off when operating the starter motor.

Also use lap timer  P. 44

Hazard switch

Switchable when the ignition switch is on. Can be turned to off regardless of the ignition switch position.

► The signals continue flashing with the ignition switch in OFF or LOCK after the hazard switch is on.





Horn button



Turn signal switch

► Pressing the switch turns the turn signal off.

Headlight dimmer switch

-  D : High beam
-  D : Low beam

Passing light control switch

Flashes the high beam headlight.

Ignition Switch

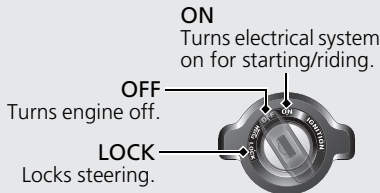
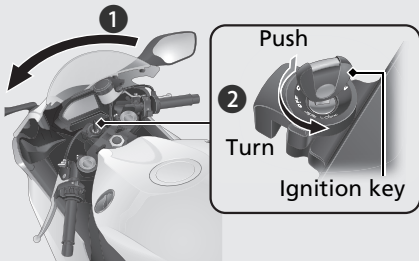
Switches the electrical system on/off, locks the steering.

- Key can be removed when in the OFF or LOCK position.

Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.



Locking

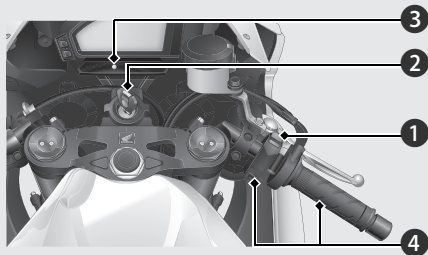
- 1 Turn the handlebars all the way to the left.
- 2 Push the key down, and turn the ignition switch to the LOCK position.
 - Jiggle the handlebars if the lock is difficult to engage.
- 3 Remove the key.

Unlocking

Insert the key, push it in, and turn the ignition switch to the OFF position.


Starting the Engine

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition off and wait 10 seconds before trying to start the engine again to recover battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discolouration.

- ① Make sure the engine stop switch is in the RUN  position.
- ② Turn the ignition switch to the ON position.
- ③ Shift the transmission to Neutral (**N** indicator comes on). Alternatively, pull in the clutch lever to start your motorcycle with the transmission in gear so long as the side stand is raised.
- ④ Press the start/lap button with the throttle completely closed.

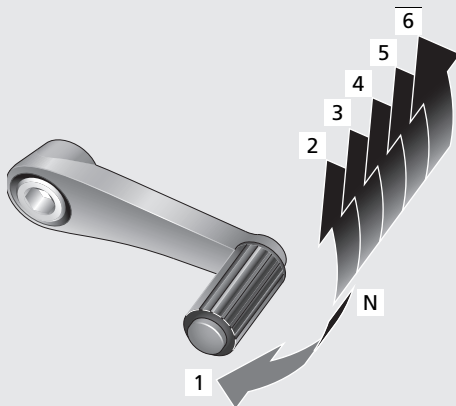
If the engine does not start:

- ① Open the throttle fully and press the start/lap button for 5 seconds.
- ② Repeat the normal starting procedure.
- ③ If the engine starts, open the throttle slightly if idling is unstable.
- ④ If the engine does not start, wait 10 seconds before trying steps ① & ② again.

If Engine Will Not Start ➞ P.110

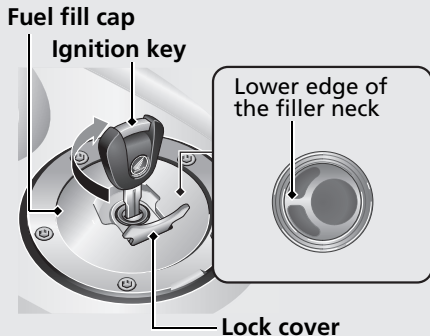
Shifting Gears

Your motorcycle transmission has six forward gears in a one-down, five-up shift pattern.



If you put the motorcycle in gear with the side stand down, the engine will shut off.

Refuelling



Do not fill with fuel above lower edge of the filler neck.

Fuel type: Unleaded petrol only

Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 95 or higher.

Tank capacity: 17.5 litres (4.62 US gal, 3.85 Imp gal)

Refuelling and Fuel Guidelines ➡ P. 20

Opening the Fuel Fill Cap

Open the lock cover, insert the ignition key, and turn it clockwise to open the cap.

Closing the Fuel Fill Cap

- 1 After refuelling, push the fuel fill cap closed until it locks.
- 2 Remove the key and close the cover.
▶ The key cannot be removed if the cap is not locked.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

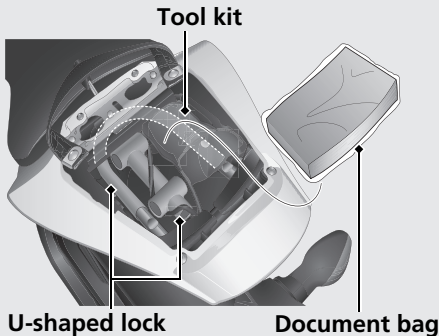
Tool Kit/U-shaped Lock/Document Bag

CBR1000RR/RA

A tool kit, and document bag are located under the rear seat. There is also space to store a U-shaped lock.

CBR1000S/SA

A tool kit, and document bag are located under the single seat cowl. There is also space to store a U-shaped lock.



- ▶ The U-shaped lock is held in place above the rear fender.
- ▶ Some U-shaped locks may not fit in the compartment due to their size or design.

CBR1000RR/RA

Removing the Rear Seat ➡ P.75

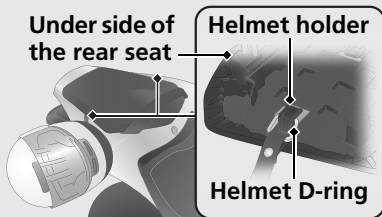
CBR1000S/SA

Removing Single seat cowl ➡ P.76

Storage Equipment *(Continued)*

CBR1000RR/RA only

The helmet holders are located underside of the rear seat.



► Use the helmet holder only when parked.

Removing the Rear Seat ➡ P.75

⚠ WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

Maintenance

Please read "Importance of Maintenance" and "Maintenance Fundamentals" carefully before attempting any maintenance. Refer to "Specifications" for service data.

Importance of Maintenance	P. 58
Maintenance Schedule	P. 59
Maintenance Fundamentals	P. 62
Tool kit	P. 73
Removing & Installing Body Components ..	P. 74
Front Seat	P. 74
Rear Seat	P. 75
Single Seat Cowl	P. 76
Lower Cowl	P. 77
Battery	P. 78
Engine Oil	P. 80
Coolant	P. 84

Brakes	P. 86
Side Stand	P. 89
Drive Chain	P. 90
Clutch	P. 94
Throttle	P. 97
Other Adjustments	P. 98
Brake Lever	P. 98
Front Suspension	P. 99
Rear Suspension	P. 104
Headlight Aim	P. 108

Importance of Maintenance

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. ➤ P. 59

WARNING

Improperly maintaining your motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Park your motorcycle on a firm, level surface using the side stand or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.

Maintenance Schedule











The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.



All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.

Maintenance Schedule

Items		Pre-ride Check P. 62	Odometer Reading*1						Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36	48			
			× 1,000 mi	0.6	8	16	24	32			
Fuel Line					I	I	I	I	I		–
Fuel Level		I									54
Throttle Operation		I			I	I	I	I	I		97
Air Cleaner*2 (KO Type)						R		R			72
Air Cleaner*2 (F, ED, U Type)						I		I			–
Spark Plug						I		R			–
Valve Clearance						I		I			–
Engine Oil		I		R	R	R	R	R	R		82
Engine Oil Filter				R	R	R	R	R	R		82
Engine Idle Speed				I	I	I	I	I	I		–
Radiator Coolant*3		I			I	I	I	I	I	3 Years	84
Cooling System					I	I	I	I	I		–
Secondary Air Supply System					I	I	I	I	I		–
Exhaust Gas Control Actuator Cable						I		I			–

Maintenance Level

-  : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.
-  : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

- I : Inspect (clean, adjust, lubricate, or replace, if necessary)
- R : Replace
- L : Lubricate

Items		Pre-ride Check P. 62	Odometer Reading*1					Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36			
			× 1,000 mi	0.6	8	16	24			
Drive Chain		I	Every 1,000 km (600 mi): I L							90
Drive Chain Slider					I	I	I	I		93
Brake Fluid*3		I			I	I	I	I	2 Years	86
Brake Pads Wear		I			I	I	I	I		87
Brake System				I	I	I	I	I		62
Brakelight Switch					I	I	I	I		88
Headlight Aim					I	I	I	I		108
Lights/Horn		I								–
Engine Stop Switch		I								–
Clutch System		I		I	I	I	I	I		94
Side Stand		I			I	I	I	I		89
Suspension	⚙				I	I	I	I		99
Front Fork Oil	⚙		CBR1000S/SA	Every 30,000 km (20,000 mi): R					3 Years	–
Nuts, Bolts, Fasteners	⚙			I	I	I	I	I		–
Wheels/Tyres	⚙	I			I	I	I	I		69
Steering Head Bearings	⚙			I	I	I	I	I		–

Notes:

*1 : At higher odometer readings, repeat at the frequency interval established here.

*2 : Service more frequently when riding in unusually wet or dusty areas.

*3 : Replacement requires mechanical skill.

Pre-ride Inspection

To ensure safety, it is your responsibility to perform a pre-ride inspection and make sure that any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tyre, can be a major inconvenience.

Check the following items before you get on your motorcycle:

- Fuel level-Fill fuel tank when necessary. ➤ P. 54
- Throttle-Check for smooth opening and full closing in all steering positions. ➤ P. 97
- Engine oil level-Add engine oil if necessary. Check for leaks. ➤ P. 80
- Coolant level-Add coolant if required. Check for leaks. ➤ P. 84
- Drive chain-Check condition and slack, adjust and lubricate if necessary. ➤ P. 90

- Brakes-Check operation;
Front and Rear: check brake fluid level and pad wear. ➤ P. 86, 87
- Lights and horn-Check that lights, indicators and horn function properly.
- Engine stop switch-Check for proper function. ➤ P. 50
- Clutch-Check operation;
Adjust freeplay if necessary. ➤ P. 94
- Side stand ignition cut-off system-Check for proper function. ➤ P. 89
- Wheels and tyres-Check condition, air pressure and adjust if necessary. ➤ P. 69

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety. When ordering coloured components, specify the model name, colour, and code mentioned on the colour label.

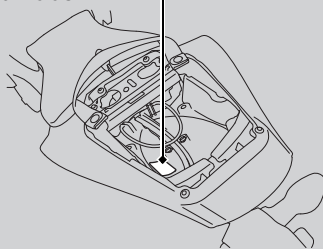
CBR1000RR/RA

The colour label is attached to the rear fender under the rear seat. ➡ P. 75

CBR1000S/SA

The colour label is attached to the rear fender under the single seat cowl. ➡ P. 75

Colour label



⚠ WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.

Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.



This symbol on the battery means that this product must not be treated as household waste.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health.

Always confirm local regulations for battery disposal.


WARNING

The battery gives off explosive hydrogen gas during normal operation.

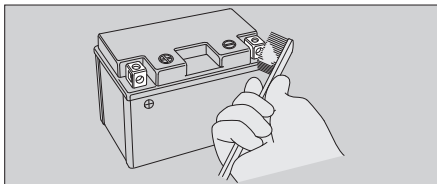
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

Cleaning the Battery Terminals

1. Remove the battery.  P. 78
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.

3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

NOTICE

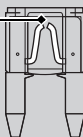
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➤ P. 128

Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." ➤ P. 148

Blown fuse**NOTICE**

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

Maintenance Fundamentals

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption varies and oil quality deteriorates according to riding conditions and time elapsed.

Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

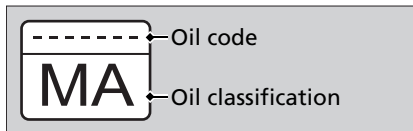
Selecting the Engine Oil

For recommended engine oil, see "Specifications." ■ P. 148

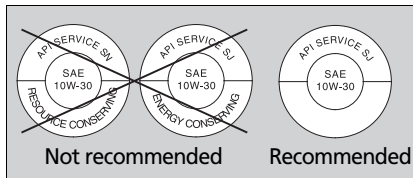
If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

- JASO T 903 standard*¹: MA
- SAE standard*²: 10W-30
- API classification*³: SG or higher

- *¹. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



- *². The SAE standard grades oils by their viscosity.
- *³. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" or "Resource Conserving" on the circular API service symbol.



Brake Fluid

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Wipe up spills immediately and wash thoroughly.

Recommended brake fluid:

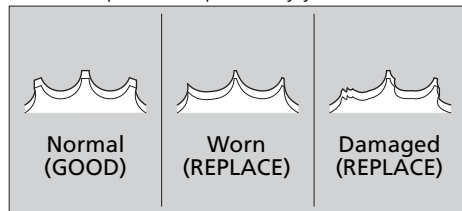
Honda DOT 4 Brake Fluid or equivalent

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration.

If the chain does not move smoothly, makes strange noises, has damaged rollers or loose pins or missing O-rings, or kinks, have the chain inspected by your dealer.

Also inspect the front sprocket and rear wheel sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



NOTICE

User of a new chain with worn sprockets will cause rapid chain wear.

Maintenance Fundamentals

Cleaning and Lubricating

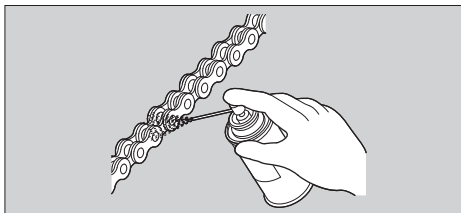
After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty.

After cleaning, wipe dry and lubricate with the recommended lubricant. If not available, use SAE 80 or 90 gear oil.

Recommended lubricant:

Drive chain lubricant designed specifically for O-ring chains.

If not available, use SAE 80 or 90 gear oil.



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as petrol and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.

Avoid getting lubricant on the brakes or tyres. Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Recommended Coolant

Pro Honda HP is a pre-mixed solution of antifreeze and distilled water.

Concentration:

50% antifreeze and 50% distilled water

A concentration of antifreeze below 40% will not provide proper corrosion and cold temperature protection.

A concentration of up to 60% will provide better protection in colder climates.

NOTICE

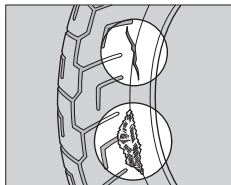
Using coolant not specified for aluminium engines or using ordinary tap water can cause corrosion.

Tyres (Inspecting/Replacing)**■ Checking the Air Pressure**

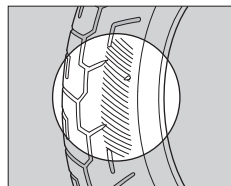
Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

■ Inspecting for Damage

Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread. Also inspect for the bumps or bulges in the side walls of the tyres.

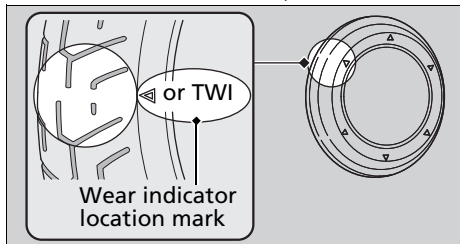
**■ Inspecting for Abnormal Wear**

Inspect the tyres for signs of abnormal wear on the contact surface.



Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately. For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠ WARNING

Riding on tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Germany

German law prohibits use of tyres whose tread depth is less than 1.6 mm.

Have your tyres replaced by your dealer. For recommended tyres, air pressure and minimum tread depth, see "Specifications."

➤ P. 147

Follow these guidelines whenever you replace tyres.

- Use the recommended tyres or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalent after the tyre is installed.
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

WARNING

Installing improper tyres on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

Air Cleaner

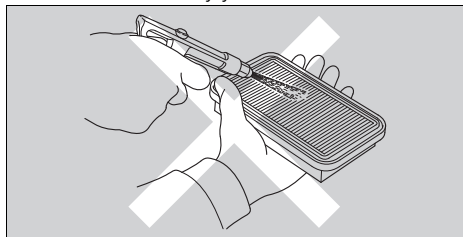
KO, III KO type only

This motorcycle is equipped with a viscous type air cleaner element.

Air blow cleaning or any other cleaning can degrade the viscous element performance and cause the intake of dust.

Do not perform the maintenance.

Should be serviced by your dealer.



Tool kit

CBR1000RR/RA

The tool kit is stored under the rear seat.

➤ P. 75

You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

- Pin spanner
- 10 × 12 mm Open end wrench
- Standard/Phillips screwdriver
- Screwdriver grip
- Extension bar
- 5 mm Hex wrench
- Fuse puller
- BFR adjuster

KO, III KO and U, III U types only

- 8 × 12 mm Open end wrench
- 32 mm Box end wrench

CBR1000S/SA

The tool kit is stored under the single seat cowl. ➤ P. 76

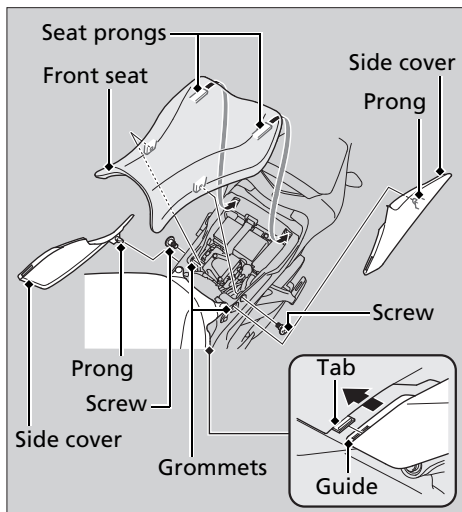
You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

- 8 × 12 mm Open end wrench
- 10 × 12 mm Open end wrench
- Standard/Phillips screwdriver
- Screwdriver grip
- 3 mm Hex wrench
- Fuse puller
- 14 × 17 mm Box end wrench

U type only

- 5 mm Hex wrench
- Extension bar
- 32 mm Box end wrench

Front Seat



Removal

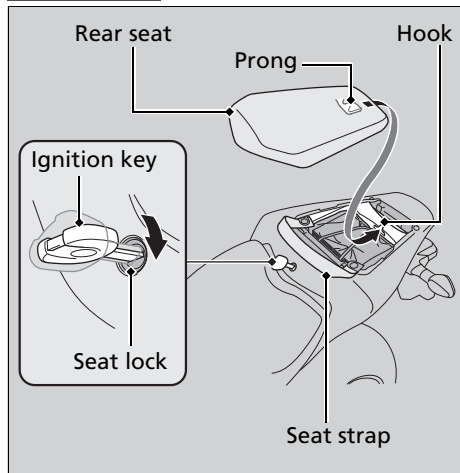
1. Remove the right and left side covers by releasing the tabs from the guides, and carefully pull the side cover out from the grommets.
2. Remove the screws, and then pull the front seat forward and up.

Installation

1. Insert the seat prongs into the recess.
 2. Install and tighten the screws securely.
 3. Install the side covers by inserting the tabs into the guides, and align the side covers prong with the grommets.
- Make sure that the seat is locked securely in position to pull it up lightly.

Rear Seat

CBR1000RR/RA



Removal

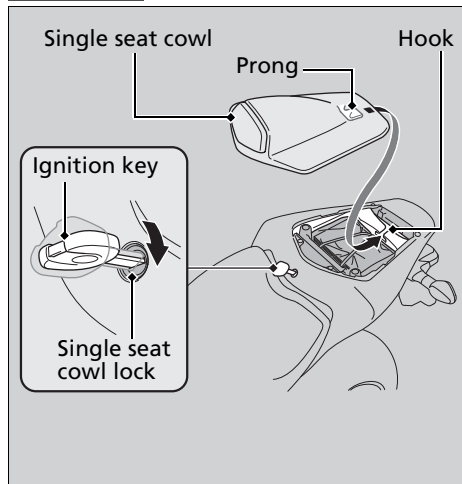
1. Move the seat strap forward.
2. Insert the ignition key into the seat lock.
3. Turn it clockwise, then pull the rear seat forward and up.

Installation

1. Insert the prong into the hook.
 2. Push down on the front of the rear seat.
Make sure that the seat is locked securely in position to pull it up lightly.
- The seat locks automatically when closed.
Take care not to lock your key in the compartment under the rear seat.

Single Seat Cowl

CBR1000S/SA



Removal

1. Insert the ignition key into the single seat cowl lock.
2. Turn it clockwise, then pull the single seat cowl forward and up.

Installation

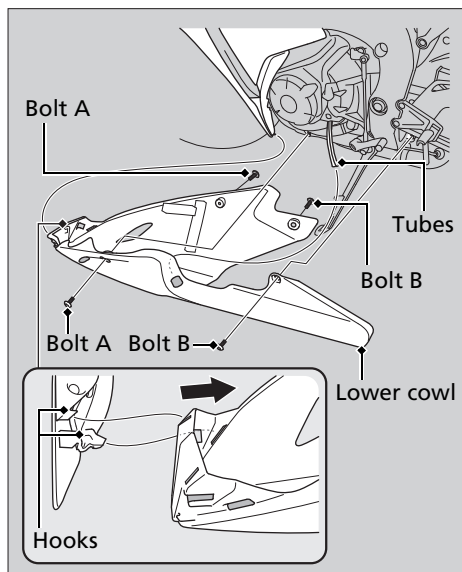
1. Insert the prong into the hook.
2. Push down on the front of the single seat cowl.

Make sure that the single seat cowl is locked securely in position to pull it up lightly.

The single seat cowl locks automatically when closed.

Take care not to lock your key in the compartment under the single seat cowl.

Lower Cowl



The lower cowl must be removed to change the oil filter.

Removal

1. Remove the bolts A and bolts B.
2. Remove the lower cowl carefully release the guides from hooks of the middle cowl side as shown in the illustration.

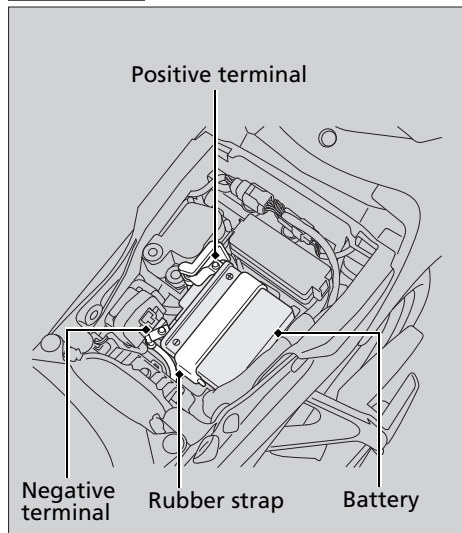
Installation

Install the parts in the reverse order of removal.

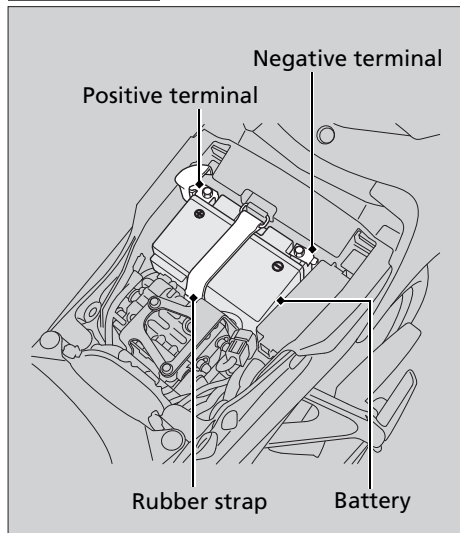
Route the tubes through the opening of the lower cowl.

Battery

CBR1000RR/S



CBR1000RA/SA



■ Removal

Make sure the ignition switch is off.

1. Remove the front seat. ► P. 74
2. Unhook the rubber strap.
3. Disconnect the negative ⊖ terminal from the battery.
4. Disconnect the positive ⊕ terminal from the battery.
5. Remove the battery taking care not to drop the terminal nuts.

■ Installation

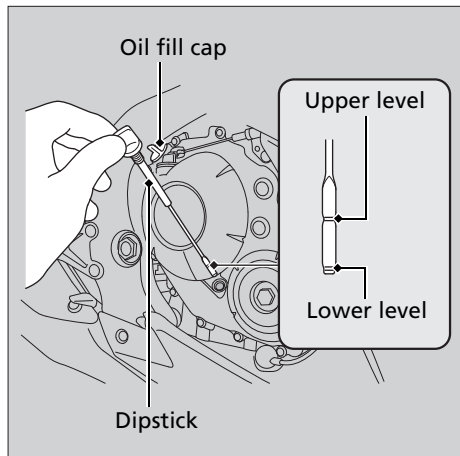
Install the parts in the reverse order of removal. Always connect the positive ⊕ terminal first. Make sure that bolts and nuts are tight.

Readjust the clock after the battery is reconnected since the clock goes wrong once the battery disconnected.

For proper handling of the battery, see "Maintenance Fundamentals." ► P. 64
Battery Goes Dead ► P. 123

Checking the Engine Oil

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
3. Remove the dipstick and wipe it clean.
4. Place your motorcycle in an upright position on a firm, level surface.
5. Insert the dipstick until it seats, but don't screw it in.
Check that the oil level is between the upper and lower level marks in the dipstick.
6. Securely install the dipstick.



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil.

🔧 P. 66

1. Remove the oil fill cap. Add the recommended oil until it reaches the upper level mark.
 - Place your motorcycle in an upright position on a firm, level surface when check the oil level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the oil filler opening.
 - Wipe up any spills immediately.

2. Securely reinstall the oil fill cap.

NOTICE

Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see “Maintenance Fundamentals.” 🔧 P. 66

Changing Engine Oil & Filter

Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

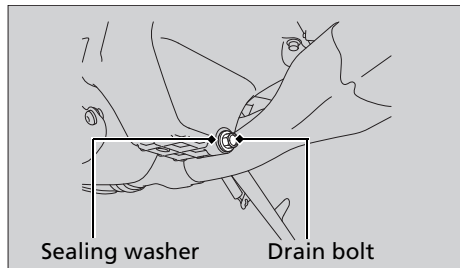
Use a new Honda Genuine oil filter or equivalent specified for your model.

NOTICE

Using the wrong oil filter can result in serious damage to the engine.

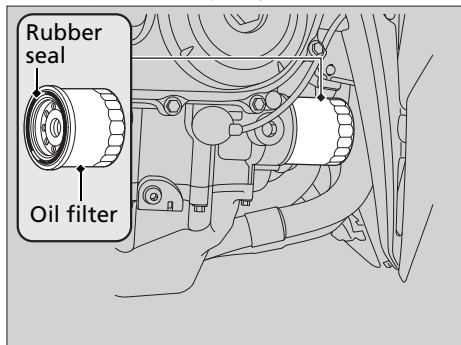
1. Remove the lower cowl. ► P. 77
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
4. Park on a firm, level surface and lower the side stand.
5. Place a drain pan under the drain bolt.

6. Remove the oil fill cap, drain bolt, and sealing washer to drain the oil.



7. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.

► Discard the oil and oil filter at an approved recycling centre.



Engine Oil ► Changing Engine Oil & Filter

8. Apply a thin coat of engine oil to the rubber seal of a new oil filter.
9. Install a new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

10. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

11. Fill the crankcase with the recommended oil (► P. 66) and install the oil fill cap.

Required oil

When changing oil & engine oil filter:

3.0 litres (3.2 US qt, 2.6 Imp qt)

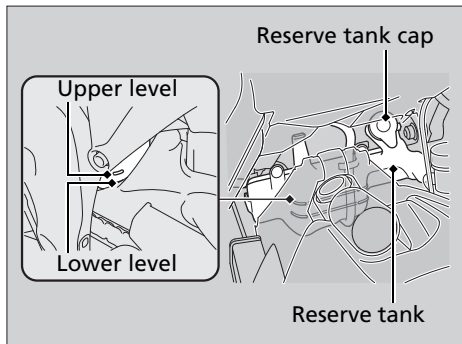
When changing oil only:

2.8 litres (3.0 US qt, 2.5 Imp qt)

12. Check the oil level. ► P. 80
13. Check that there are no oil leaks.
14. Install the lower cowl.

Checking the Coolant

1. Place your motorcycle on a firm, level surface.
2. Hold your motorcycle in an upright position.
3. Check that the coolant level is between the upper and lower level marks in the reserve tank.



If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.

Adding Coolant

If the coolant level is below the lower level, add the recommended coolant (► P. 68) until the level reaches the upper level mark.

Add fluid only from the reserve tank cap and do not remove radiator cap.

1. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the reserve tank opening.
2. Securely reinstall the cap.

WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, potentially scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

Changing Coolant

Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

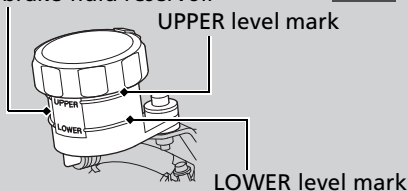
Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the brake fluid reservoir is horizontal and that the fluid level is between the LOWER level and UPPER level marks.

If the brake fluid level in either reservoir is below the LOWER level mark or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear. If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.

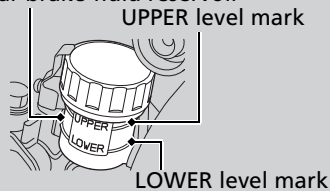
Front

Front brake fluid reservoir



Rear

Rear brake fluid reservoir

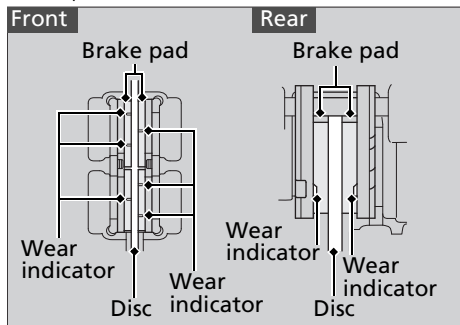


Inspecting the Brake Pads

Check the condition of the brake pad groove wear indicators.

Front The pads need to be replaced if a brake pad is worn to the bottom of the indicator.

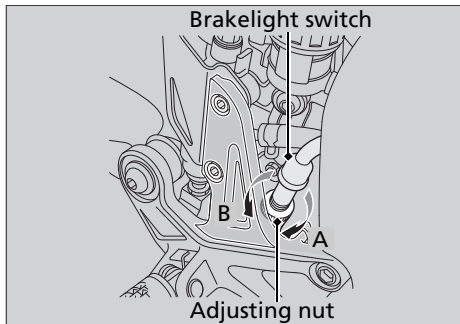
Rear The pads need to be replaced if a brake pad is worn to the indicator.



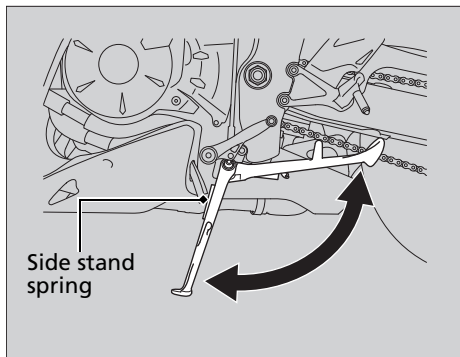
1. **Front** Inspect the brake pads from in front of the brake caliper.
► Always inspect both left and right brake calipers.
2. **Rear** Inspect the brake pads from the rear right of the motorcycle.
If necessary have the pads replaced by your dealer.
Always replace both left and right brake pads at the same time.

Adjusting the Brakelight Switch

Check the operation of the brakelight switch. Turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.



Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. Sit on the motorcycle, put the transmission in Neutral, and raise the side stand.

4. Start the engine, pull the clutch lever in, and shift the transmission into gear.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

Inspecting the Drive Chain Slack

Check the drive chain slack at several points along the chain. If the slack is not constant at all points, some links may be kinked and binding.

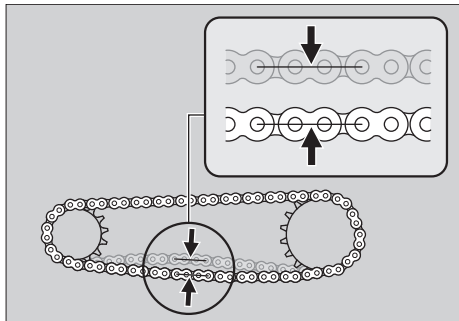
Have the chain inspected by your dealer.

1. Stop the engine. Place the transmission in Neutral.
2. Place your motorcycle on the side stand on a level surface.
3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:

25 to 35 mm (1.0 to 1.4 in)

- Do not ride your motorcycle if the slack exceeds 50 mm (2.0 in).



4. Roll the motorcycle forward and check that the chain moves smoothly.
5. Inspect the sprockets. ➤ P. 67
6. Clean and lubricate the drive chain. ➤ P. 68

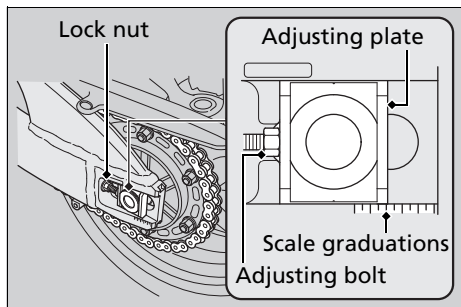
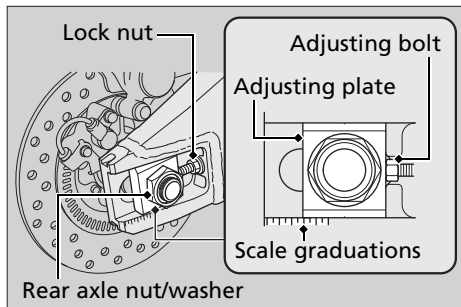
Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.

CBR1000RA/SA only

When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

1. Stop the engine. Place the transmission in Neutral.
2. Place your motorcycle on the side stand on a level surface.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both adjusting bolts.



Drive Chain ► Adjusting the Drive Chain Slack

5. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain. Turn the adjusting bolts clockwise and push the rear wheel toward the front to provide more slack.

Adjust the slack at a point midway between the front sprocket and the rear wheel sprocket.

Check the drive chain slack. ➡ P. 90

6. Check rear axle alignment by making sure the end of the chain adjusting plate aligns with the scale graduations on both sides of the swingarm.

Both marks should correspond. If the axle is misaligned, turn the right or left adjusting bolt until the marks are aligned and recheck chain slack.

7. Tighten the rear axle nut.

CBR1000RR/RA

Torque: 113 N·m (11.5 kgf·m, 83 lbf·ft).

CBR1000S/SA

Torque: 124 N·m (12.6 kgf·m, 91 lbf·ft).

8. Hold the adjusting bolts and tighten the lock nuts.
9. Recheck drive chain slack.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

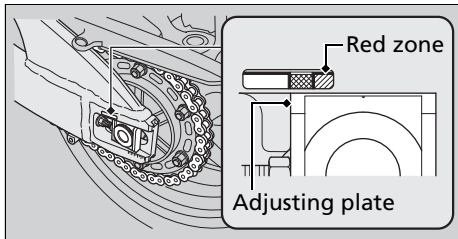
Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the front edge of the adjusting plate enters the red zone on the label after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

Chain:

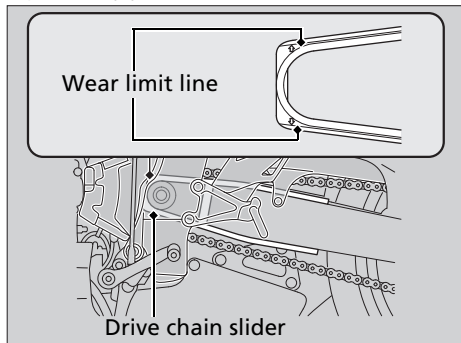
DID 50VA11 or RK 50HFOZ6

If necessary have the drive chain replaced by your dealer.



Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider need to be replaced if a chain slider is worn to the wear limit line. If necessary have the drive chain slider replaced by your dealer.



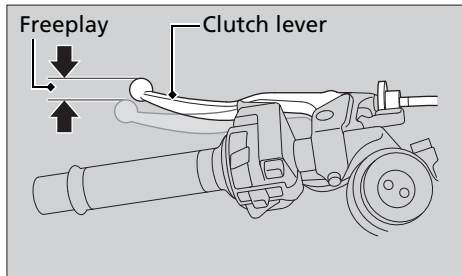
Checking the Clutch

Checking the Clutch Lever Freeplay

Check the clutch lever freeplay.

Freeplay at the clutch lever:

10 to 20 mm (0.4 to 0.8 in)



Check the clutch cable for kinks or signs of wear. If necessary have it replaced by your dealer.

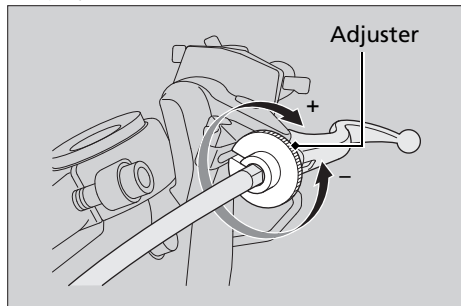
Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

Adjusting the Clutch Lever Freeplay

Upper Adjustment

Attempt adjustment with the upper clutch cable adjuster first.

Turn the clutch cable adjuster until the freeplay is 10 to 20 mm (0.4 to 0.8 in).



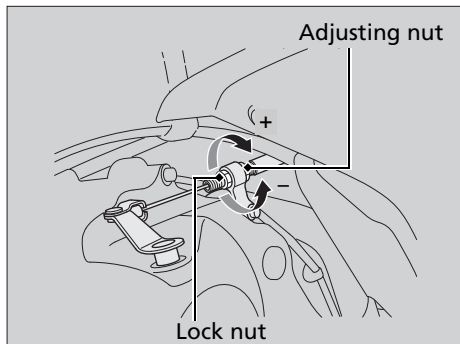
Lower Adjustment

If the upper clutch cable adjuster is threaded out near its limit, or the correct freeplay cannot be obtained, attempt adjustment with the lower adjusting nut.

1. Turn the upper clutch cable adjuster all the way in (to provide maximum freeplay).

Clutch ► Adjusting the Clutch Lever Freeplay

2. Loosen the lower lock nut.
3. Turn the adjusting nut until the clutch lever freeplay is 10 to 20 mm (0.4 to 0.8 in).
4. Tighten the lower lock nut and check the clutch lever freeplay.
5. Start the engine, pull the clutch lever in, and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. Your motorcycle should move smoothly and accelerate gradually.

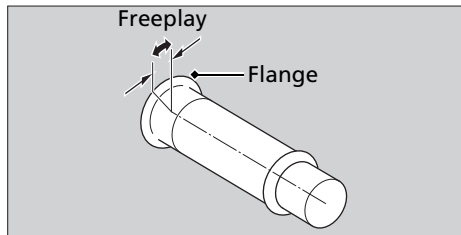


If proper adjustment cannot be obtained or the clutch does not work correctly, see your dealer.

Checking the Throttle

With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

Freeplay at the throttle grip flange:
2 to 4 mm (0.1 to 0.2 in).



Adjusting the Brake Lever

You can adjust the distance between the tip of the brake lever and handle grip.

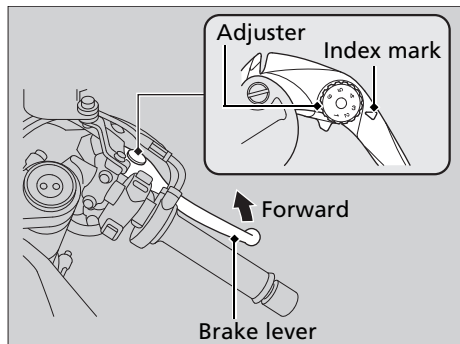
Adjustment method

Turn the adjuster until the numbers align with the index mark while pushing the lever forward in the desired position.

After adjustment, check that the lever operates correctly before riding.

NOTICE

Do not turn the adjuster beyond its natural limit.

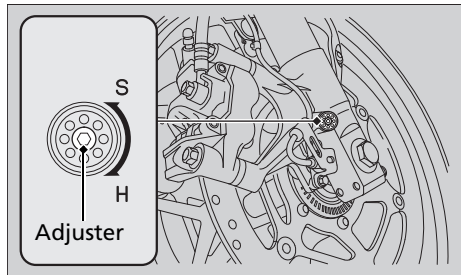


Adjusting the Front Suspension

CBR1000RR/RA

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is the 7 1/2 turns from the full soft position.

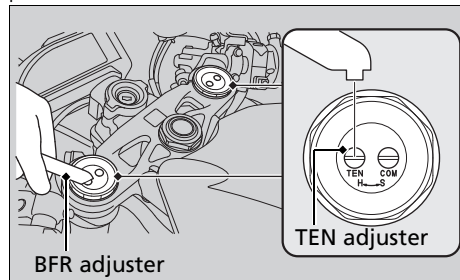


Rebound Damping

You can adjust the rebound damping by the TEN adjuster to suit the load or the road surface.

Turn the adjuster using the BFR adjuster provided in the tool kit (► P. 73).

Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 4 1/2 turns from the full hard position.

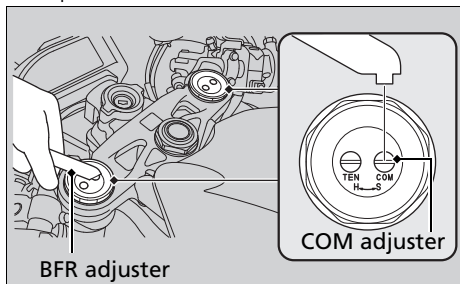


Compression Damping

You can adjust the compression damping by the COM adjuster to suit the load or the road surface.

Turn the adjuster using the BFR adjuster provided in the tool kit (► P. 73).

Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft). The standard position is 5 1/2 turns from the full hard position.



NOTICE

Do not turn the adjuster beyond its limits.

Adjust both left and right forks to the same spring preload, rebound damping and compression damping.

CBR1000S/SA**I Spring Preload**

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft).

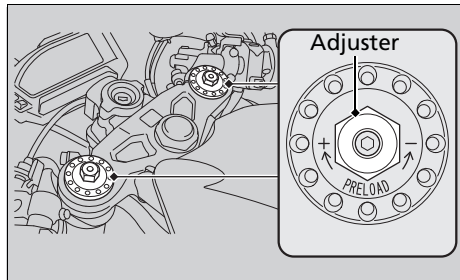
CBR1000S

The standard position is the 6 turns from the full soft position. Also the position for race tracks is the 6 turns from the full soft position.

CBR1000SA

The standard position is the 8 turns from the full soft position. Also the position for race tracks is the 6 turns from the full soft position.

- When adjusting, be careful not to damage the adjuster.

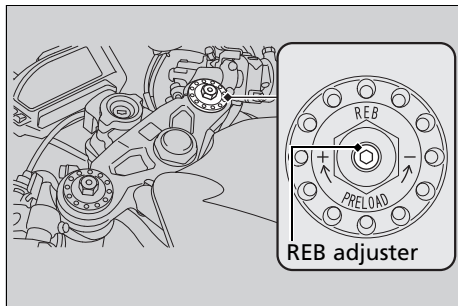


Rebound Damping

You can adjust the rebound damping by the REB adjuster on the right side of the front fork to suit the load or the road surface.

Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 12 clicks from the full hard position. The position for race tracks is the 14 clicks from the full hard position.

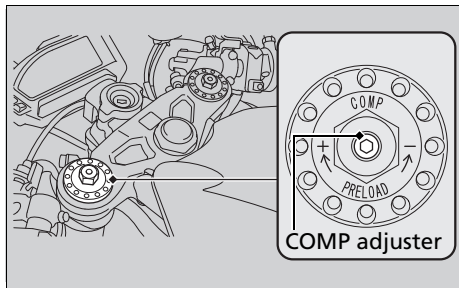
► When adjusting, be careful not to damage the adjuster.



Compression Damping

You can adjust the compression damping by the COMP adjuster on the left side of the front fork to suit the load or the road surface. Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft). The standard position is 12 clicks from the full hard position. The position for race tracks is the 10 clicks from the full hard position.

► When adjusting, be careful not to damage the adjuster.



NOTICE

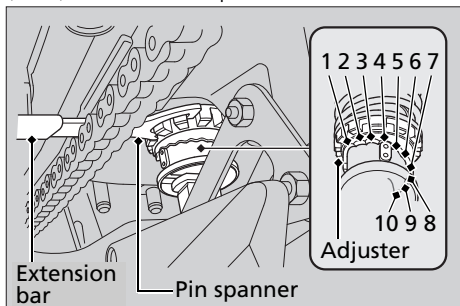
Do not turn the adjuster beyond its limits.
Adjust both left and right forks to the same spring preload.

Adjusting the Rear Suspension

CBR1000RR/RA

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Use the pin spanner and extension bar to turn the adjuster. Positions 1 to 3 are for a decrease spring preload (soft), or turn the position 5 to 10 increase spring preload (hard). The standard position is 4.

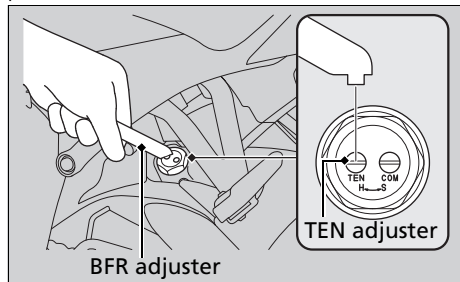


Rebound Damping

You can adjust the rebound damping by the TEN adjuster to suit the load or the road surface.

Turn the adjuster using the BFR adjuster provided in the tool kit (P. 73).

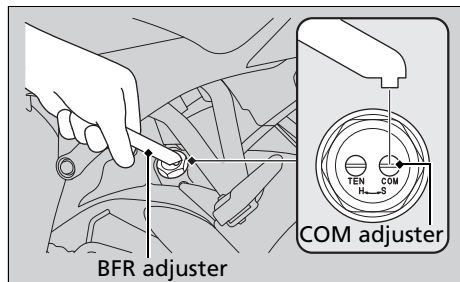
Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 2 1/2 turns from the full hard position.



Compression Damping

You can adjust the compression damping by the COM adjuster to suit the load or the road surface. Turn the adjuster using the BFR adjuster provided in the tool kit (▶ P. 73).

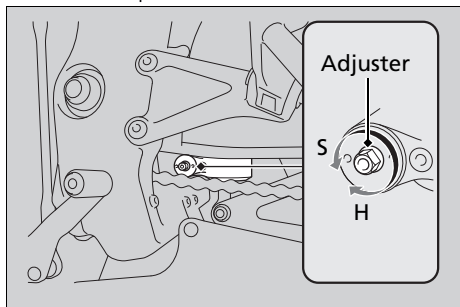
Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft). The standard position is 2 turns from the full hard position.



CBR1000S/SA

Spring Preload

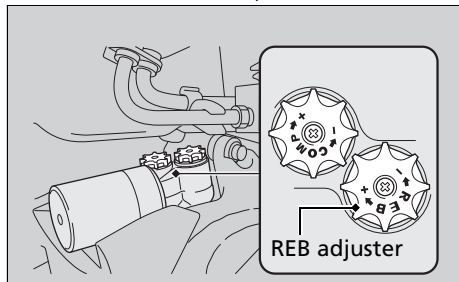
You can adjust the spring preload by the adjuster knob to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is 6 turns from the full hard position. The position for race tracks is 2 turns from the full hard position.



Rebound Damping

You can adjust the rebound damping by the REB adjuster to suit the load or the road surface.

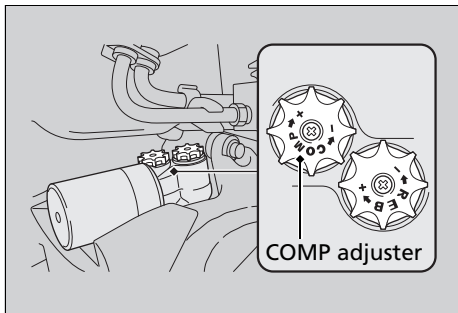
Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 16 clicks from the full hard position. The position for race tracks is 10 clicks from the full hard position.



Compression Damping

You can adjust the compression damping by the COMP adjuster to suit the load or the road surface.

Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft). The standard position is 15 clicks from the full hard position. The position for race tracks is 12 clicks from the full hard position.



NOTICE

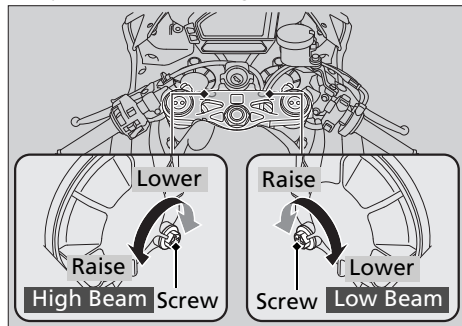
Do not turn the adjuster beyond its limits.

NOTICE

The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.

Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the screw using a Phillips screwdriver provided in the tool kit (► P. 73) in or out as necessary. Obey local laws and regulations.



Troubleshooting

Engine Will Not Start (HISS indicator stays on)..... P. 110

Overheating (High coolant temperature indicator is on) P. 111

Warning Indicators On or Flashing P. 112

Low Oil Pressure Indicator..... P. 112

PGM-FI (Programmed Fuel Injection)

Malfunction Indicator Lamp (MIL)..... P. 112

Combined ABS Indicator.....P. 113

HESD (Honda Electronic Steering Damper)

Indicator P. 113

Tyre PunctureP. 114

Electrical Trouble.....P. 123

Battery Goes Dead P. 123




Burned-out Light Bulb P. 123

Blown Fuse.....P. 128

Engine Will Not Start (HISS indicator stays on)

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Make sure engine stop switch is RUN  position  P. 50
- Check the correct engine starting sequence  P. 52
- Check that there is petrol in the fuel tank
- Check if the PGM-FI malfunction indicator lamp (MIL) is on
 - ▶ If the indicator light is on, contact your dealer as soon as possible.
- Check if the HISS indicator stays on
 - ▶ Turn the ignition switch to the OFF position and remove the key. Reinsert the key and turn the ignition switch to the ON position. If the indicator still stays on, check the following:




Check if there is no another HISS key (including spare key) close to the ignition switch.

Check if there are no any metallic seals or stickers on the key.

If the HISS indicator still stays on, have your motorcycle inspected by your dealer.

Starter Motor Does Not Operate

Check the following items:

- Check for a blown fuse  P. 128
- Check for a loose battery connection or battery terminal corrosion  P. 78
- Check the condition of the battery  P. 123

If the problem continues, have your motorcycle inspected by your dealer.

Overheating (High coolant temperature indicator is on)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes on.
- Acceleration becomes sluggish.

If this occurs, pull safely to the side of the road and perform the following procedure. Extended fast idling may cause the high coolant temperature indicator comes on.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

If the fan is not operating:

Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

If the fan is operating:

Allow the engine to cool with the ignition switch in the OFF position.

3. After the engine has cooled, inspect the radiator hose and check if there is a leak.

➡ P. 84

If there is a leak:

Do not start the engine. Transport your motorcycle to your dealer.

4. Check the coolant level in the reserve tank, and add coolant as necessary.

➡ P. 85

5. If 1–4 check normal, you may continue riding, but closely monitor the temperature gauge.

Low Oil Pressure Indicator

If the low oil pressure indicator comes on, pull safely to the side of the road and stop the engine.

NOTICE

Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. ➤ P. 80
2. Start the engine.
 - ▶ Only continue riding if the low oil pressure indicator goes off.

Rapid acceleration may momentarily cause the low oil pressure indicator to come on, especially if the oil is at or near the low level. If the low oil pressure indicator stays on when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes on while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

Combined ABS Indicator

CBR1000RA/SA only

If the Combined ABS indicator operates in one of the following ways, your brakes will continue to work as a conventional system, but without the Combined ABS function. Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator does not come on when the ignition switch is in the ON position
- Indicator does not go off at speeds above 10 km/h (6 mph)
- Indicator comes on or starts flashing while riding

The Combined ABS indicator may flash if:

- The front wheel leaves the ground for 1 second or more
- Either brake is applied continuously from 0 km/h (0 mph) to 50 km/h (31 mph)
- You turn the rear wheel while your motorcycle is lifted off the ground

This is normal but the Combined ABS is not in operation. To activate the system again, turn the ignition off, then on again.

HESD (Honda Electronic Steering Damper) Indicator

If the indicator comes on while riding, you may have a serious problem with the HESD. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer. After an emergency repair, always have the tyre inspected/replaced by your dealer.

Emergency Repair Using a Tyre Repair Kit

If your tyre has a minor puncture, you can make an emergency repair using a tubeless tyre repair kit.

Follow the instructions provided with the emergency tyre repair kit.

Riding your motorcycle with a temporary tyre repair is very risky. Do not exceed 50 km/h (30 mph). Have the tyre replaced by your dealer as soon as possible.

WARNING

Riding your motorcycle with a temporary tyre repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tyre repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre is replaced.

Removing Wheels

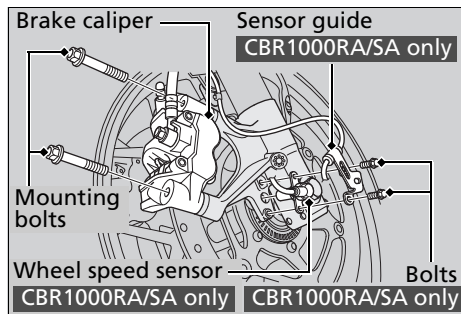
Follow these procedures if you need to remove a wheel in order to repair a puncture.

CBR1000RA/SA only

When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel**Removal**

1. Park on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.

**3. CBR1000RA/SA only**

Remove the wheel speed sensor by removing the bolts.

4. On the right side, remove the mounting bolts and remove the brake caliper.
5. On the left side, remove the mounting bolts and remove the brake caliper.

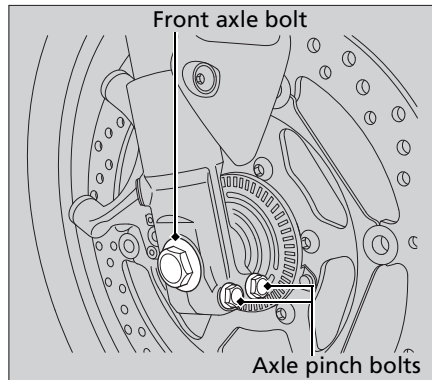
► Support the brake caliper so that it doesn't hang from the brake hose. Do not twist the brake hose.

► Avoid getting grease, oil, or dirt on the disc or pad surfaces.

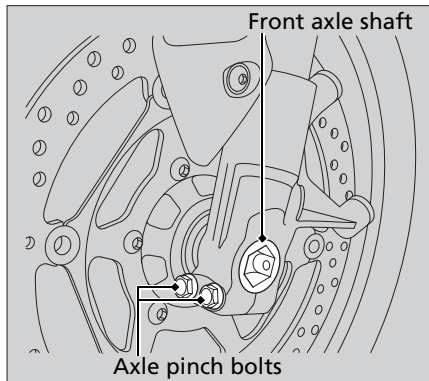
► Do not pull the brake lever while the brake caliper is removed.

► Take care to prevent the brake caliper from scratching the wheel during removal.

6. Remove the front axle bolt.
7. Loosen the right axle pinch bolts.
8. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.

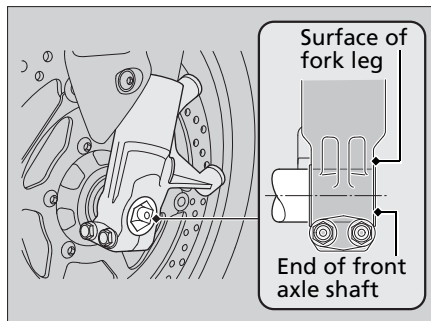


9. Loosen the left axle pinch bolts.
10. On the left side, withdraw the front axle shaft, and remove the side collars and wheel.



Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the lightly greased front axle shaft to the end, through the left fork leg and wheel hub.
3. Align the end of the front axle shaft with the surface of the fork leg.



4. Tighten the left axle pinch bolts to hold the axle.
5. Tighten the axle bolt.

Torque: 79 N·m (8.1 kgf·m, 58 lbf·ft).

6. Loosen the left axle pinch bolts.
7. Tighten the right axle pinch bolts.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

8. Install the right brake caliper and tighten the mounting bolts.

CBR1000RR/RA

Torque: 45 N·m (4.6 kgf·m, 33 lbf·ft).

CBR1000S/SA

Torque: 40 N·m (4.1 kgf·m, 30 lbf·ft).

9. Install the left brake caliper and tighten the mounting bolts.

CBR1000RR/RA

Torque: 45 N·m (4.6 kgf·m, 33 lbf·ft).

CBR1000S/SA

Torque: 40 N·m (4.1 kgf·m, 30 lbf·ft).

- Take care to prevent the brake caliper from scratching the wheel during installation.
- Use new mounting bolts when installing the brake caliper.

NOTICE

When installing the brake calipers into position on the fork legs, carefully fit the brake disc between the pads to avoid scratching them.

10. Lower the front wheel on the ground.

11. Apply the brake lever several times.
Then, pump the fork several times.

12. Retighten the left axle pinch bolts.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

13. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.

14. CBR1000RA/SA only

Install the wheel speed sensor, sensor guide and tighten the bolts, then check the clearance between the wheel speed sensor and the pulser ring.

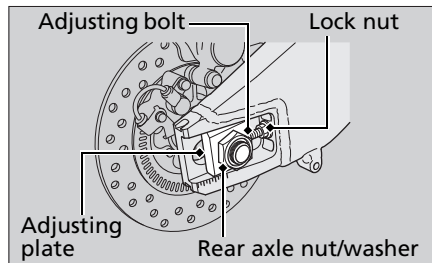
15. Remove the protective tape or cloth.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.

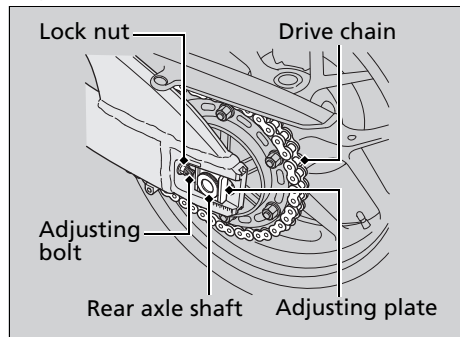
Rear Wheel

Removal

1. Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.
2. Loosen the rear axle nut, lock nuts and turn the adjusting bolts so the rear wheel can be moved all the way forward for maximum drive chain slack.
3. Release the rear axle nut/washer.



4. Remove the drive chain from the rear wheel sprocket by pushing the rear wheel forward.
5. Remove the rear axle shaft, adjusting plates.



6. Remove the brake caliper bracket, rear wheel and side collars.
 - Support the brake caliper so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc to pad surfaces.
 - Do not push the brake pedal while the brake caliper is removed.

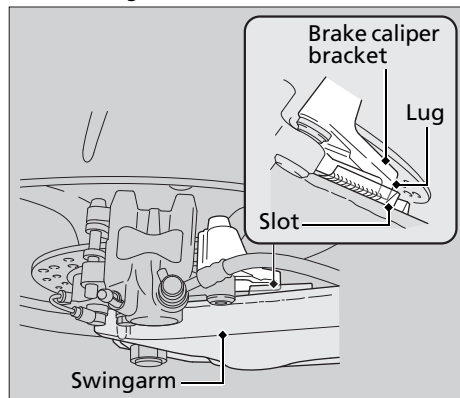
Installation

1. To install the rear wheel, reverse the removal procedure.
 - Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE

When installing the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

2. Make sure that the lug on the brake caliper bracket is positioned in the slot on the swingarm.



3. Adjust the drive chain. ► P. 91
4. Install and tighten the rear axle nut.

CBR1000RR/RA

Torque: 113 N·m (11.5 kgf·m, 83 lbf·ft).

CBR1000S/SA

Torque: 124 N·m (12.6 kgf·m, 91 lbf·ft).

5. After installing the wheel, apply the brake pedal several times, then recheck the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Battery Goes Dead

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle before charging.

Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.

If the battery does not recover after recharging, contact your dealer.

NOTICE

Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.

Turn the ignition switch to the OFF or LOCK position.

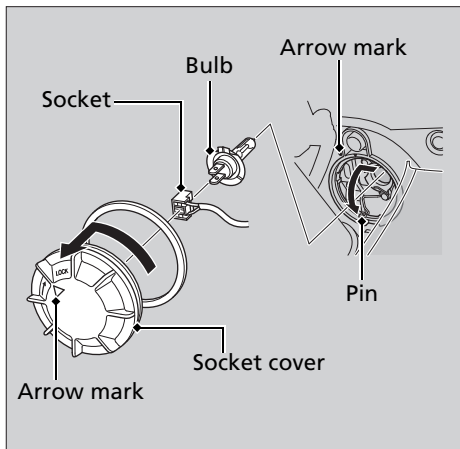
Allow the bulb to cool before replacing it.

Do not use bulbs other than those specified.

Check the replacement bulb for correct operation before riding.

For the light bulb wattage, see "Specifications." ➤ P. 148

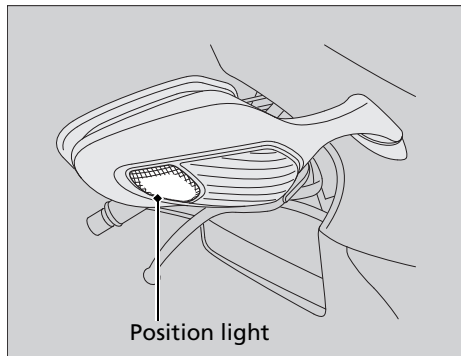
Headlight Bulb



1. Remove the socket cover by turning it counterclockwise.
2. Pull the socket off the bulb without turning it.
3. Press the pin down and pull out the bulb without turning it.
4. Install a new bulb and parts in the reverse order of removal.
 - Make sure the arrow marks on the socket cover and headlight housing are aligned.

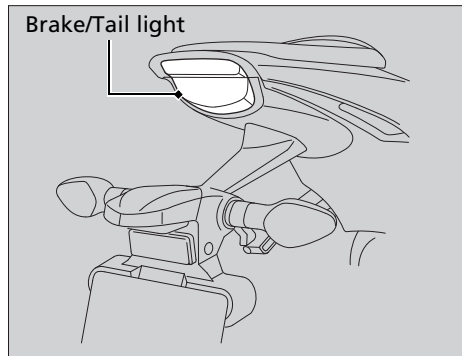
Do not touch the glass surface with your fingers. If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol.

Position Light



The position light uses several LEDs. If there is a LED which is not turned on, see your dealer for this service.

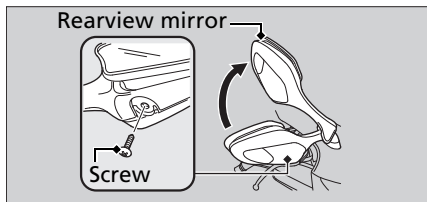
Brake/Tail light



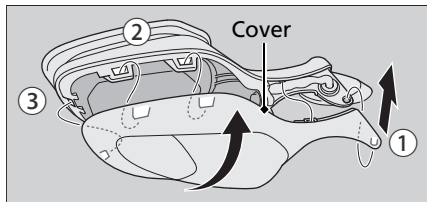
The brake and tail light uses several LEDs. If there is a LED which is not turned on, see your dealer for this service.

Front Turn Signal Bulb

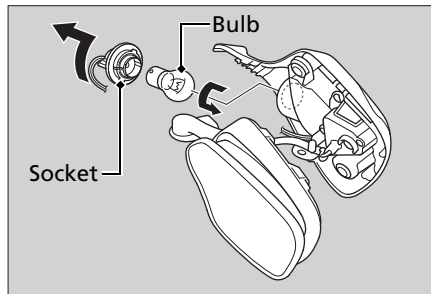
1. Remove the screw.
2. Fold the rearview mirror.



3. Remove the cover from the rearview mirror carefully in the procedure shown in the illustration.



4. Turn the socket counterclockwise and pull it out.
5. Slightly press the bulb in and turn it counterclockwise.

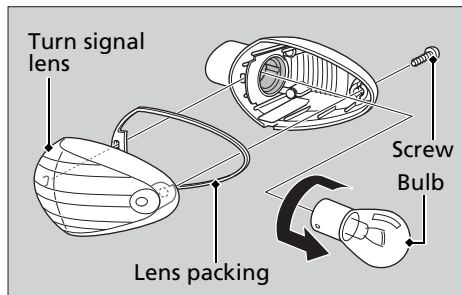


6. Install a new bulb in the reverse order of removal.
► Use only the amber bulb.
7. Reinstall the cover and install the screw and tighten.

Torque: 1.0 N·m (0.1 kgf·m, 0.7 lbf·ft).

■ Rear Turn Signal Bulb

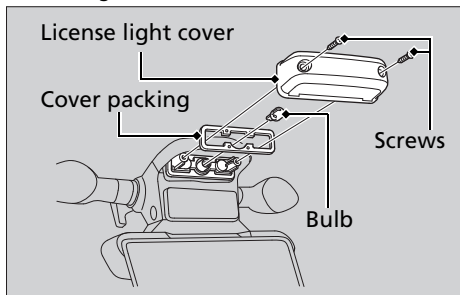
1. Remove the screw.
2. Remove the turn signal lens and lens packing.
3. Slightly press the bulb and turn it counterclockwise.



4. Install a new bulb in the reverse order of removal.
► Use only the amber bulb.

■ License Plate Light Bulb

1. Remove the screws.
2. Remove the license light cover and cover packing.
3. Pull the bulb out of the socket without turning it.



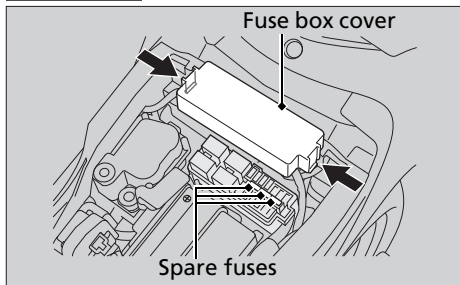
4. Install a new bulb in the reverse order of removal.
5. Reinstall the cover.

Blown Fuse

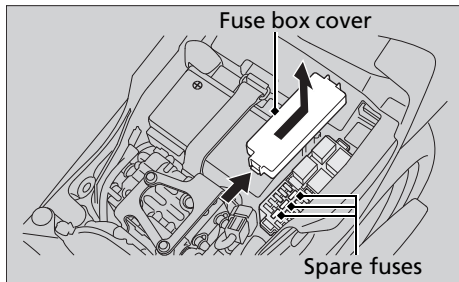
Before handling fuses, see "Inspecting and Replacing Fuses." ▣ P. 65

Fuse Box Fuses

CBR1000RR/S



CBR1000RA/SA

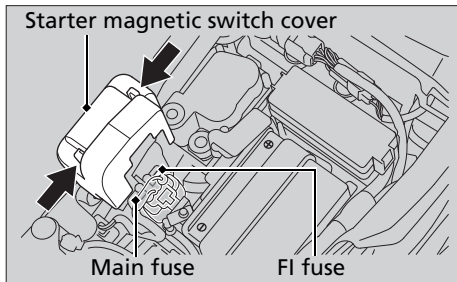


1. Remove the front seat. ▣ P. 74
2. Remove the fuse box cover.
3. Pull the fuses out one by one with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Reinstall the fuse box cover.
5. Reinstall the front seat.

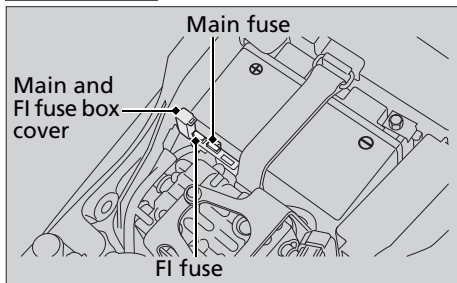
I Main Fuse & FI Fuse

1. Remove the front seat. ► P. 74
2. **CBR1000RR/S**
Remove the starter magnetic switch cover.
CBR1000RA/SA
Open the main and FI fuse box cover.
3. Pull the main fuse and FI fuse out one by one and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
► Spare main fuses are provided in the fuse box. ► P. 128
4. Reinstall parts in the reverse order of removal.

CBR1000RR/S

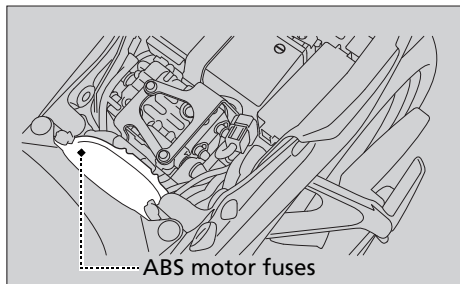


CBR1000RA/SA



ABS Motor Fuses

CBR1000RA/SA only



The ABS motor fuses are located on the starter magnetic switch.

To replace these fuses, the fuel tank must be removed.

The ABS motor fuses should be inspected by your dealer, unless the owner has proper tools and service data and is mechanically

qualified. Refer to an official Honda Service Manual.

NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

Information

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Instruments, Controls, & Other Features....	P. 133
Fuels Containing Alcohol.....	P. 136
Catalytic Converter	P. 137
Caring for Your Motorcycle.....	P. 138
Storing Your Motorcycle	P. 142
Transporting Your Motorcycle	P. 143
You & the Environment.....	P. 144
Serial Numbers	P. 145

Keys

Ignition key

This motorcycle has two ignition keys and a key tag with a key number and a bar code.

The ignition key contains a special coded chip that is recognized by the immobilizer system (HIS) in order to start the engine. Handle the key carefully to prevent damaging the HIS components.

- Do not bend keys or subject them to undue stress.
- Avoid prolonged exposure to sunlight or high temperatures.
- Do not grind, drill or in any way alter their shape.
- Do not expose to strong magnetic objects.

If you lose all keys and the key tag, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate

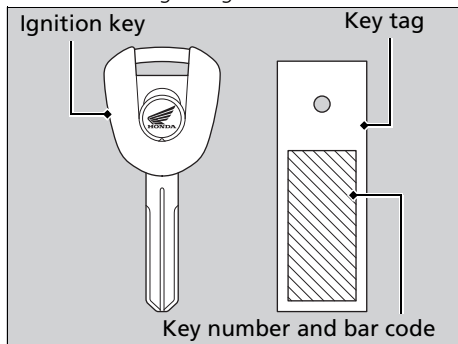
key.

If you lose a key, make another duplicate key immediately.

To make a duplicate key and register it with your HIS system, take the spare key, the key tag, and the motorcycle to your dealer.

► Store the tag in a safe location.

A metal key holder may cause damage to the area surrounding the ignition switch.



Instruments, Controls, & Other Features

Ignition Switch

The headlight is always on when the ignition switch is on. Leaving the ignition switch on with the engine stopped will drain the battery.

Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.

If you stop the engine using the engine stop switch, turn the ignition switch off. Failing to do so will drain the battery.

Odometer

The display locks 999,999 when the read-out exceeds 999,999.

Tripmeter

Tripmeter A returns to 0 when the read-out exceeds 999.9.

Tripmeter B returns to 0 when the read-out exceeds 9,999.9.

Assist-slipper Clutch System

The assist-slipper clutch system helps to prevent the rear tyre from locking up when the deceleration of your motorcycle produces a strong engine braking effect. It also makes the clutch lever operation feel lighter.

Use only MA classification engine oil for your motorcycle. Using engine oil other than MA classification oil could result in damage to the assist-slipper clutch system.

HISS

The Honda Ignition Security System (HISS) immobilizes the engine's ignition system if an improperly-coded key is used to try and start the engine. When the ignition switch is turned off, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing.

If the ignition switch is turned on with the engine stop switch in the run position, the HISS indicator turns on and goes off after a few seconds to indicate it is OK to start the engine.

🔧 **HISS Indicator Does Not Turn OFF** P. 110

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned off. You can turn this feature on or off.

🔧 P. 33

EC Directive

This immobilizer system complies with R & TTE (Radio and Telecommunications Terminal Equipment and the mutual recognition of their conformity) Directive.



The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

South Africa only



Singapore only



Morocco only

AGREE PAR L'ANRT MAROC

Numéro d'agrément : MR 6164 ANRT 2011

Date d'agrément : 04/04/2011

Document Bag

CBR1000RR/RA

The owner's manual, registration, and insurance information can be stored in the plastic document bag located under the rear seat.

CBR1000S/SA

The owner's manual, registration, and insurance information can be stored in the plastic document bag located under the single seat cowl.

Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to OFF and back to the ON position before the engine can be restarted.

HESD

The Honda Electronic Steering Damper (HESD) automatically controls the steering damper characteristics in accordance with vehicle speed and acceleration.

➤ **HESD Indicator Comes On** P. 113

Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) up to 10% by volume.
 - Petrol containing ethanol may be marketed under the name Gasohol.

The use of petrol containing more than 10% ethanol may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

If you notice any undesirable operating symptoms or performance problems, try a different brand of petrol.

Catalytic Converter

This motorcycle is equipped with a three-way catalytic converter. The catalytic converter contains precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converter.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the life of your Honda. A clean motorcycle makes it easier to spot potential problems.

In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
 - ▶ Clean the windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them. Avoid

directing water into the air cleaner, muffler, and electrical parts.

3. Thoroughly rinse your motorcycle with plenty of clean water and dry with a soft, clean cloth.
4. After the motorcycle dries, lubricate any moving parts.
 - ▶ Make sure that no lubricant spills onto the brakes or tyres. Brake discs or pads contaminated with oil will suffer greatly reduced braking effectiveness and can lead to a crash.
5. Lubricate the drive chain immediately after washing and drying the motorcycle.
6. Apply a coat of wax to prevent corrosion.
 - ▶ Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
Keep the wax clear of the tyres and brakes.
 - ▶ If your motorcycle has any mat painted parts, do not apply a coat of wax to the mat painted surface.

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
 - ▶ High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
 - ▶ Water in the air intake can be drawn into the throttle body and/or enter the air cleaner.
- Do not direct water at the muffler:
 - ▶ Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
 - ▶ Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water under the seat:
 - ▶ Water in the under seat compartment can damage your documents and other belongings.

- Do not direct water at the air cleaner:
 - ▶ Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
 - ▶ Any condensation inside the headlight should dissipate after a few minutes of running the engine.
- Do not use waxes containing compounds at the mat painted surface:
 - ▶ Using plenty of water, clean the mat painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.
 - ▶ Use neutral detergent to clean mat painted surface.

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.

Panels

Follow these guidelines to prevent scratches and blemishes:

- Wash gently using a soft sponge and plenty of water.
- To remove stubborn stains, use diluted detergent and rinse thoroughly with plenty of water.
- Avoid getting petrol, brake fluid, or detergents on the instruments, panels, or headlight.

Exhaust Pipe and Muffler

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

When the exhaust pipe and muffler are painted, do not use a commercially available abrasive kitchen cleaning compound. Use a neutral detergent to clean the painted surface on the exhaust pipe and muffler. If you are not sure if your exhaust pipe and muffler are painted, contact your dealer.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Windscreen

Using plenty of water, clean the windscreen with a soft cloth or sponge. (Avoid using detergents or any kind of chemical cleaner on the windscreen.) Dry with a soft, clean cloth.

NOTICE

To avoid possible scratching or other damage, use only water and a soft cloth or sponge to clean the windscreen.

For a dirtier windscreen, use a diluted neutral detergent with a sponge and plenty of water. Make sure to wash off all the detergent. (Detergent residue may cause windscreen cracks.)

Replace the windscreen if scratches cannot be removed and they obstruct clear vision.

Take care to keep battery electrolyte, brake fluid, or other chemical solvents off the windscreen and screen garnish. They will damage the plastic.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover.

If you won't be riding for an extended period, follow these guidelines:

- Wash your motorcycle and wax all painted surfaces (except mat painted surfaces).
Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain.
- Place your motorcycle on a maintenance stand and position a block so that both tyres are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery to prevent discharge.
Charge the battery in a shaded, well-ventilated area.
 - ▶ If you leave the battery in place, disconnect the negative \ominus terminal to prevent discharge.

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

Transporting Your Motorcycle

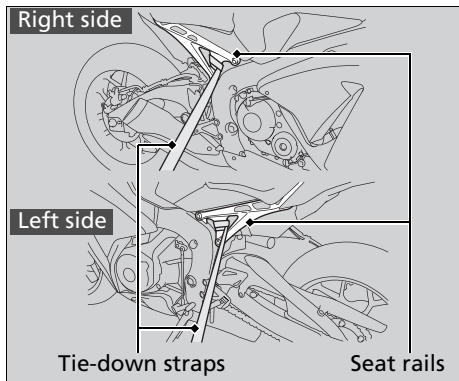
If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

CBR1000S/SA only

- Attach the lower ends of two straps to the tie-down hooks on truck bed or trailer rail. Attach the upper ends of the straps to the seat rails.
- ▶ Must be attached to the position indicated on the illustration.



- Check that the tie-down straps do not contact any control cables or electrical wiring.
- We recommend that you do not transport your motorcycle on its side. This can damage the motorcycle, and leaking petrol could be a hazard.

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Choose Sensible Cleaners

Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

Recycle Wastes

Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a

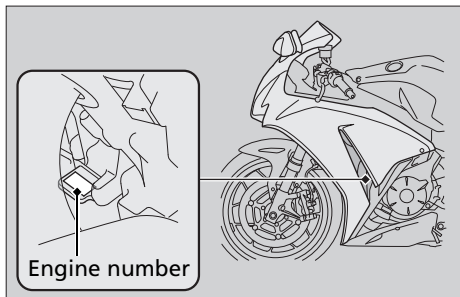
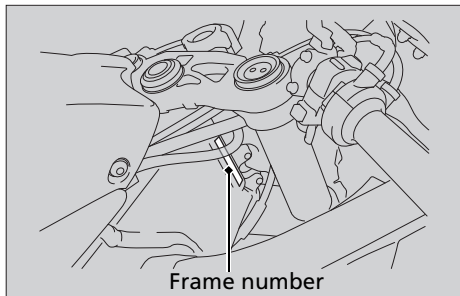
drain or on the ground. Used oil, petrol, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

Serial Numbers

The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts. The frame number is stamped on the right side of the steering head.

The engine number is stamped on front of the crankcase.

You should record these numbers and keep them in a safe place.



Specifications

■ Main Components

Type	SC59	
Overall length	2,075 mm (81.7 in)	
Overall width	720 mm (28.3 in)	
Overall height	1,135 mm (44.7 in)	
Wheelbase	1,410 mm (55.5 in)	
Minimum ground clearance	130 mm (5.1 in)	
Caster angle	23° 18'	
Trail	Except KO, III KO type	96.0 mm (3.78 in)
	KO, III KO type	95.9 mm (3.78 in)
Curb weight	CBR1000RR	200 kg (441 lb)
	CBR1000RA	211 kg (465 lb)
	CBR1000S	199 kg (439 lb)
	CBR1000SA	210 kg (463 lb)

CBR1000RR/RA*1		
Maximum weight capacity	Except KO, III KO type	180 kg (397 lb)
	KO, III KO type	160 kg (353 lb)
CBR1000S/SA*2		
Maximum luggage weight (Except KO type)	CBR1000RR/RA	14 kg (31 lb)
	CBR1000S/SA	3 kg (7 lb)
Passenger capacity	CBR1000RR/RA	Rider and 1 passenger
	CBR1000S/SA	Rider only (no passenger)
Minimum turning radius	3.2 m (10.5 ft)	
Displacement	999 cm ³ (60.9 cu-in)	
Bore × stroke	76.0 × 55.1 mm (2.99 × 2.17 in)	
Compression ratio	12.3:1	
Fuel	Unleaded petrol Recommended: 95 RON or higher	
Tank capacity	17.5 litres (4.62 US gal, 3.85 Imp gal)	

*1 Including rider, passenger, all luggage, and accessories

*2 Including rider, all luggage, and accessories

Battery	CBR1000RR/S	
	YTZ7S 12V-6Ah (10 HR) / 6.3Ah (20 HR)	
Gear ratios	CBR1000RA/SA	
	YTZ10S 12V-8.6Ah (10 HR) / 9.1Ah (20 HR)	
	1st	2.285
	2nd	1.777
	3rd	1.500
	4th	1.333
	5th	1.214
	6th	1.137
Reduction ratios (primary / final)		1.717 / 2.625

■ Service Data

Tyre size	Front	120/70ZR17M/C (58W)
	Rear	190/50ZR17M/C (73W)
Tyre type		Radial, tubeless

Recommended Tyres	Front	CBR1000RR/RA BRIDGESTONE S20F G DUNLOP Qualifier II K CBR1000S/SA PIRELLI DIABLO SUPERCORSA SP
		CBR1000RR/RA BRIDGESTONE S20R G DUNLOP Qualifier II K CBR1000S/SA PIRELLI DIABLO SUPERCORSA SP
	Rear	CBR1000RR/RA BRIDGESTONE S20R G DUNLOP Qualifier II K CBR1000S/SA PIRELLI DIABLO SUPERCORSA SP
		CBR1000S/SA PIRELLI DIABLO SUPERCORSA SP
Tyre air pressure	Front	250 kPa (2.50 kgf/cm ² , 36 psi)
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plugs	(standard)	IMR9E-9HES (NGK) or VUH27ES (DENSO)
Spark plug gap	(non-adjustable)	0.80 to 0.90 mm (0.031 to 0.035 in)
Idle speed	1,200 ± 100 rpm	

Specifications

Recommended engine oil	Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving" or "Resource Conserving," SAE 10W-30, JASO T 903 standard MA	
Engine oil capacity	After draining	2.8 litres (3.0 US qt, 2.5 Imp qt)
	After draining & engine oil filter change	3.0 litres (3.2 US qt, 2.6 Imp qt)
	After disassembly	3.7 litres (3.9 US qt, 3.3 Imp qt)
Recommended brake fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	3.0 litres (3.2 US qt, 2.6 Imp qt)	
Recommended coolant	Pro Honda HP Coolant	
Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains. If not available, use SAE 80 or 90 gear oil.	
Drive chain slack	25 to 35 mm (1.0 to 1.4 in)	
Standard drive chain	DID 50VA11 or RK 50HFOZ6	
	No. of links	116
Standard sprocket sizes	Front sprocket	16T
	Rear wheel sprocket	42T

■ Bulbs

Headlight	12V-55W × 2
Brakelight	LED
Taillight	LED
Front turn signal lights	12V-21W × 2
Rear turn signal lights	12V-21W × 2
Position light	LED
License plate light	12V-5W

■ Fuses

Main fuse	30A	
Other fuses	CBR1000RR/S	20A, 10A
	CBR1000RA/SA	30A, 20A, 10A

■ Torque Specifications

Engine oil drain bolt	30 N·m (3.1 kgf·m, 22 lbf·ft)
Oil filter	26 N·m (2.7 kgf·m, 19 lbf·ft)
Front wheel axle bolt	79 N·m (8.1 kgf·m, 58 lbf·ft)
	CBR1000RR/RA
Front wheel brake caliper mounting bolts	45 N·m (4.6 kgf·m, 33 lbf·ft)
	CBR1000S/SA
	40 N·m (4.1 kgf·m, 30 lbf·ft)
Front wheel axle pinch bolts	22 N·m (2.2 kgf·m, 16 lbf·ft)
	CBR1000RR/RA
Rear wheel axle nut	113 N·m (11.5 kgf·m, 83 lbf·ft)
	CBR1000S/SA
	124 N·m (12.6 kgf·m, 91 lbf·ft)
Front turn signal cover screws	1.0 N·m (0.1 kgf·m, 0.7 lbf·ft)

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